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GENERAL PLAN

FOR THE

CITY OF HOLTVILLE

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CITY OF HOLTVILLE
(1990/1991)

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Recommended by the Planning Commission on the 20 day of May of 1991.

Adopted by the City Council on the twentyfourth (24) day of June, 1991.

TO THE RESIDENTS OF HOLTVILLE:

The City Council upon recommendation and support of the Planning Commission, City Staff, and upon completion of all required hearing procedures, has adopted this **GENERAL PLAN** to guide the City of Holtville for at least the next ten (10) years. Additionally, this Plan is intended to comply with the requirement of State Law.

The goals and policies as well as the general direction contained herein are intended to provide for a variety of land uses in a well planned, orderly and growth oriented direction.

It is the hope of the Council that both public and private sectors will utilize and follow the direction of this Plan to provide a productive, healthy and enjoyable, as well as economically viable atmosphere for the people of Holtville to live and work.

THE CITY COUNCIL

TABLE OF CONTENTS:

DIVISION I: LAND USE ELEMENT.....1

Introduction.....2

Issues.....3

Issue I.....3
Goal.....3
Policies.....4

Issue II.....4
Goal.....5
Policies.....5

Issue III.....5
Goal.....6
Policies.....6

Issue IV.....7
Goal.....7
Policies.....7

Issue V.....8
Goal.....8
Policies.....8

Issue VI.....9
Goal.....10
Policies.....10

Issue VII.....11
Goal.....12
Policies.....12

Issue VIII.....12
Goal.....13
Policies.....13

Relationship of the Land Use Element to the General Plan.....14

Land Use Designations.....15

Residential Uses.....15
1. Low Density Residential.....16
2. Medium Density Residential.....16

3. High-Medium Residential.....16
4. High Density Residential.....16

Rural Residential (Estate) Uses.....18
Estate 1.....18
Estate 2.....18

Agricultural Uses.....19

Commercial Uses.....19

1. General Commercial.....19
2. Regional Commercial.....20

Industrial.....20

1. Light Industrial.....20
2. Heavy Industrial.....21

Recreational Uses.....21

Community Facilities.....21

Implementation Procedures/Alternatives.....22

Local Programs.....22

A. Zoning Ordinance.....22
B. Subdivision Ordinance.....22
C. Redevelopment.....23
D. Capital Improvement Programs.....23
E. California Environmental Quality Act (CEQA).....24
F. Construction and Building Codes..24
G. Review/Up-date.....25

Funding Sources.....26

Local Funding.....26
State Funding.....27
Federal Funding.....27

Existing Conditions and Trends.....28

Summary.....31

DIVISION II: HOUSING ELEMENT.....44

Introduction.....45

Issue.....46

Goal.....46

Policies.....47
Optional Policies.....50

Implementation Procedures/Alternatives.....52

Local Programs.....53
A. General Plan.....53
B. Zoning.....54
C. Subdivision Ordinance.....54
D. California Environmental Quality Act (CEQA).....55
E. Capital Improvement Program.....56
F. Urban Renewal.....56
G. Cooperative.....57
H. Municipal Bonds.....58
I. Community Development Block Grants (CDBG) Funds.....59
J. Publicly Owned Housing.....59
K. Community Development Corporation (CDC).....59

Federal Programs.....60

State Programs.....61

Local Financing Mechanisms.....61

Existing Conditions and Trends.....63

Population Characteristics.....63

Age of Population.....64

Growth Potential.....65

Ethnic Population.....66

Size and Number of Households.....66

Single Head of Household.....67

Housing Market Characteristics.....68

Regional Housing.....68

Cost of Housing.....68

Housing Stock.....69
Housing Synopsis.....69
Housing Condition.....69
Energy Costs.....70
Housing Constraints.....71
Major Constraints.....71
Governmental Constraints.....72
Future Housing Needs.....74
Affordable Housing Needs.....74
Adequate Sites.....74

DIVISION III: CIRCULATION ELEMENT.....86

Introduction.....87
Issue.....88
Goal.....88
Policies.....89
Implementation Procedures/Alternatives.....91
Local Programs.....91
A. General Plan.....91
B. Subdivision/Zoning Ordinances.....92
C. California Environmental Quality Act (CEQA).....92
D. On-going Maintenance Program.....93
E. Capital Improvement Program.....93
F. Special Assessment Districts.....94
G. Obligation Bonds.....95
H. Special Tax Bonds.....95
I. Cooperation with Other Agencies.....95
State Programs.....96
A. Subdivision Map Act.....96
B. Re-development Area Funds.....96
C. Other Authorities.....96

Federal Programs.....97
A. Community Development Block Grants (CDBG).....97
B. Federal Revenue Sharing.....97
C. Economic Development Grants.....97

Existing Conditions and Trends.....99

Regional Transportation Links.....99
A. Freeway/Highway.....100
B. Airports.....101

City Circulation System.....102
A. Alley's.....102
B. Local Streets.....102
C. Collector Street.....103
D. Arterial Streets.....103
E. Scenic Highways.....103
F. Highways.....103

Alternative Modes of Transportation.....103
A. Pedestrian Circulation.....104
B. Bikeway System.....104
C. Public Transit.....104

DIVISION IV: NOISE ELEMENT.....112

Introduction.....113

Issue.....113

Goal.....114

Policies.....114

Implementation Procedures/Alternatives.....116

State/Federal Programs.....118

Motor Vehicle Codes.....118

California Code of Regulations.....118

Noise Control Act of 1972 (Federal).....119

Occupational Safety and Health Act (OSHA).119

Federal Aviation Act of 1958.....119

Relationship of Noise Element to the General Plan...120

Noise Definition/Standards.....121

Existing Conditions and Trends.....122

Projected Noise.....123

Railroad Operations.....123

Aircraft Operations.....124

Industrial/Commercial Areas.....124

DIVISION V: SAFETY ELEMENT.....132

Introduction.....133

Issue.....133

Goal.....134

Policies.....134

Implementation Procedures/Alternatives.....136

A. General.....136
1. General Plan.....136
2. Zoning Ordinance.....136
3. Subdivision Ordinance.....136
4. Building Ordinance.....136
5. California Environmental Quality Act (CEQA).....137

B. Seismicity.....137

C. Flooding.....140

D. Fire.....140

E. Police.....142

F. Traffic.....143

G. Health/Medical.....143

County/State/Federal Programs.....144

Relationship of Safety Element to the General Plan..145

Existing Conditions and Trends.....146

A. Seismicity.....146

B. Flooding.....148

C. Fire.....149

D. Police.....149

E. Emergency Response/Preparedness.....149
Federal.....150
State.....151

Modified Mercalli Scale of Earthquake Intensities...152

Seismic Safety Emergency Plan (Optional).....157

Contingency Plan (Preparation and Organization).....157

Pre-earthquake Preparations.....158

Post-earthquake Operations.....159

Consideration of Existing Structural Hazards...160

Structures Not Under Direct Community Control..161

Dangerous Building Ordinance.....161

Inform Public.....162

Redevelopment.....162

DIVISION VI: OPEN SPACE ELEMENT.....164

Introduction.....165

Issue.....166

Goal.....167

Policies.....167

Implementation Procedures/Alternatives.....169

Subdivision Ordinance.....169

Zoning Ordinance.....170
Open Space Acquisition.....170
Designation of Open Space.....170
Alternative Programs/Plans.....171
Relationship of Open Space Element to the General Plan.....172
Existing Conditions and Trends.....173
School Open Space Areas.....174
Natural Resources.....174
Resource Conservation.....175
Recreation.....176
Green Belt.....176

DIVISION VII: CONSERVATION ELEMENT.....179
Introduction.....180
Issue.....181
Goal.....181
Policies.....182
Implementation Procedures/Alternatives.....184
Local Programs.....184
Subdivision/Zoning Ordinance.....184
Building Code.....185
Environmental Review Process.....185
Air Pollution Control.....185
Local Resource Recycling.....185

State Programs.....187
California Environmental Quality Act (CEQA).....187
State Water Resources Control Board.....187
Department of Fish and Game.....188
Federal Programs.....188
Natural Environmental Policy Act (NEPA)...188
U.S. Fish and Wildlife Service.....189
Water Pollution Control Act of 1972.....189
Federal Clean Air Act.....189
Existing Conditions and Trends.....190
Agricultural and Soils.....190
Water Conservation.....192
Air Quality.....195
Geothermal Resources.....197
Community/Historic Resources.....198
Energy Conservation.....199
Building Design.....201

APPENDIX A.....207

History.....207
Community Design.....209
Access to City.....210
City Profile.....210
Climate.....211
Water.....212

Alamo River.....214

Regional.....215

APPENDIX B....(DEVELOPMENT RATING SYSTEM).....218

APPENDIX C ...(CEQA DOCUMENTATIONS).....224

APPENDIX D....(PUBLIC COMMENTS).....243

APPENDIX E....(I.V. SEISMIC HISTORY).....244

LIST OF TABLES/FIGURES/CHARTS:

FIGURE/TABLE	DESCRIPTION	PAGE
LU-1	City Land Use Diagram	32
LU-2	Planning Area Land Use Diagram	33
LU-3	Existing Land Use Diagram	34
LU-4	Population Capacity Diagram	35
LU-A	Land Use Inventory (Existing)	36
LU-B	Land Use Zoning (Existing)	37
LU-C	Vacant Land (Existing)	38
LU-D	New Residential Construction	39
LU-E	Summary of Residential Density Standards	40
LU-F	Population Carrying Capacity (City)	41
LU-G	Land Use Consistency Matrix	42
LU-H	Comparison of City and County Residential Development Standards	43
H-A	Population Growth, (1950-1990)	76
H-B	Rate of Population Change, 1950-1990	77
H-C	Holtville School Enrollment	78
H-D	Population and Percent Distribution by Race (Hispanic Exclusive)	79
H-E	Total Population, Total Housing Units, Population 18+, Persons Per Square Mile (Density)	80
H-F	Housing Needs Assessment: Existing Need	81

H-G	Future Housing Needs By Income Category	82
H-H	Revised RHNA Future Needs Factors - Imperial County	83
H-I	Revised RHNA Future Needs for Jan. 1988 - June 1989 "Gap" Period	84
H-J	Revised RHNA Household Growth - Imperial County	85
C-1	Circulation Diagram	105
C-2	Special Circulation Diagram	106
C-3	California Scenic Highway System	107
C-4	Street Section Standards	108
C-5	Limiting Access to Arterials	109
C-6	Major Sewer Lines	110
C-7	Water Lines	111
N-1	Noise Contour Diagram	125
N-2	Noise Distribution Curves	126
N-3	Noise Interference for Conversations	127
N-A	Definition of Terms in Noise Element	128
N-B	Sound Insulation Factors	130
N-C	Noise Reduction Standards	131
S-1	Fault Map of Imperial County	163
O-1	Major Recreation Areas	178
CO-1	Soil Types	203
CO-2	Building Orientation	204
CO-3	Site Planning	205
CO-4	Site Planning	206
A-1	Location Map	217

LAND USE ELEMENT

The **LAND USE ELEMENT** has the broadest scope of the seven (7) mandatory elements. Theoretically, it plays the central role of correlating all land use issues into one set of coherent development policies and goals.

The requirements for the **LAND USE ELEMENT** are now contained in Government Code, Section 65302(a).

INTRODUCTION:

The Land Use Element provides principles and programs for land use. The primary purpose of this Element is to provide a long range plan which will establish the standards, as well as the criteria for development, and a "physical plan" that is based on those standards for land in and around the City of Holtville.

The **goals** and the **policies** of the Land Use Element relate directly to the other elements. As with the other seven (7) mandatory elements, the Land Use Element is equal in stature. However, both in theory and in practice, it is the most visible and generally the most utilized element of the City's General Plan. It is also generally perceived by the public to be the most representative and useful section of the City's General Plan.

Unique to this Element is the **City Land Use Diagram (Figure LU-1)** which is a conceptual map utilized as a general guide in indicating the land use distribution within the City and the **Planning Area Land Use Diagram (Figure LU-2)** which represents proposed planned use of land within a "planning area" around the City which, at this time, may still be unincorporated territory. Another unique feature of this Element is that it must address population density, building intensity,

jobs/housing balance and must integrate with the Circulation, Noise and other Elements.

ISSUE:

Issue I:

The City of Holtville is surrounded by a mixture of small and large parcels of land under the direct regulatory control of the County of Imperial. The incompatible and improper development of these areas (within the Sphere of Influence) will result in adverse environmental, social, development and growth impacts upon the City of Holtville. These areas are currently inadequately serviced with water, sewer, fire, animal control, police protection, and other basic services.

Goal:

(1) Ensure that development in the unincorporated areas surrounding the City is compatible and consistent with the City of Holtville, and its long range plan for said areas. Furthermore, that these areas be provided with adequate services that are consistent with the City's development standards.

Policies:

The City shall:

(1) Work with the County of Imperial to assure that the development of these areas is consistent with this General Plan.

(2) Require and support annexations to extend City services for new developments that are contiguous to the City.

(3) Discourage annexations and developments that imperil the City's long term ability to finance, maintain, and operate facilities, but also continue to seek projects that provide a positive benefit to the City.

(4) Encourage development of properties that are adjacent and contiguous to the City, and discourage projects that propose large expanses of undeveloped property between the development and the City, except that existing developments such as the Country Club may be annexed to the benefit of the City.

Issue II:

The heart of the City's commercial area consists of a series of old, inadequately maintained, and poorly arranged structures that are intermixed with vacant parcels. The economic viability of "downtown" warrants serious and dedicated attention by the City as well as its inhabitants.

Unless basic retail/wholesale and business services are provided, residents will be forced to secure the services from the nearest adjacent City, which will result in economic losses to the City of Holtville.

Goal:

(2) Provide and support downtown land uses complimenting economic, redevelopment, and General Plan goals.

Policies:

The City shall:

(5) Encourage land uses that support and generate retail sales establishments in the "downtown" Holtville area.

(6) Encourage and assist new commercial businesses in the downtown area through utilization of the redevelopment agency.

(7) Develop a Master Plan for an attractive downtown atmosphere providing a unique architectural style conducive of a small, rural town.

(8) Encourage the development of "mini-shopping centers" rather than individual structures aligned with the corridors.

Issue III:

To the south, southwest, and west the City is bordered and separated from the unincorporated areas by the Alamo River. This presents not only a natural buffer, but also a perceived significant obstruction to orderly development in these directions.

Since most of this "river" area is designated by the Federal Emergency Management Agency (FEMA) to be a flood area, intense

land uses are limited, but it does have the potential for innovative open space and recreational opportunities, provided that any proposed use is not in conflict with Imperial Irrigation District (IID) requirements. Reference their concern in the letters dated March 13, 1991 and April 26, 1991, which are contained in Appendix D.

Goal:

(3) Change the natural obstruction to a cultural, recreational, and economic attraction that is beneficial to the City, and also encourages development expansion to the south as well as to the west.

Policies:

The City shall:

(9) Develop a "Master Plan" for the river corridor for a major recreational/preservation use. The "Master Plan" must address not only the potential compatible uses and activities, but must address the concerns as well as regulatory requirements of the various affected agencies or parties. Among those agencies that will have specific interests and regulations are the Imperial Irrigation District (IID), the Department of Fish & Game, Regional Water Quality Control Board (RWQCB), County Health Department and others.

(10) Work with local service organizations, developers, the redevelopment agency, along with the Imperial Irrigation District (IID), Regional Water Quality Control Board (RWQCB) and others to develop a variety of recreational as well as preservation and open space uses.

(11) Seek funding from federal, state and other sources to assist in the development of this recreational corridor.

Issue IV:

Absent an up-to-date General Plan and clear guidance, Zoning and Development Codes have lagged behind the needs of the community and state legal requirements.

Goal:

(4) To provide comprehensive, clear, development, standards and guidelines for the entire City as well as its Sphere of Influence (Planning Area) where applicable.

Policies:

The City shall:

(12) Develop and implement a set of innovative land use and development standards (Ordinances) within (18) eighteen months of adoption of the General Plan. This will also include Zoning/General Plan consistency.

(13) Ensure that all development standards are consistent with each other and the intent of the General Plan.

(14) Establish an integrated and consistent permit processing system that follows this Plan and state requirements. This system will include the CEQA process as well as the coordination between the various affected or associated agencies.

Issue V:

To the west of the City is a large urban/recreational development (Country Club). This area currently utilizes most of the City services (water and sewer) under contract. Between this development and the current City boundary is a substantial amount of open "agricultural" land that has certain desirable development characteristics. This area would also provide a logical extension to the City, for both residential as well as industrial and commercial development, without adversely affecting or impacting the agricultural surroundings.

Goal:

(5) Ensure that development within this area is consistent and compatible with this Plan and plan for annexation of the area.

(6) Encourage the development of a variety of desirable and compatible land uses within this area as designated within this Plan.

Policies:

The City shall:

(15) Implement and follow a detailed comprehensive and orderly plan for the area.

(16) Work with the County to ensure that development under their jurisdiction (prior to annexation) is consistent and compatible with this Plan.

(17) Attempt to annex this area as soon as feasible and/or desirable.

(18) Plan the area along the main corridor (Evan Hewes Highway) and the majority of the area north of the corridor to be commercial, heavy commercial and industrial.

(19) Provide for a mixture of residential development from the standard City lot configuration to the larger "rural" or "estate" type of development standards, within the area as shown on the "Planning Area" Land Use Diagram (Figure LU-2).

Issue VI:

The City was founded as the agri-business center of eastern Imperial Valley and its atmosphere is largely that of a "bedroom" community with quiet residential neighborhoods consisting of a mixture of moderate size and value improvements. There is not the more common variation of low versus high value housing, nor is there a low income versus high income area.

The majority of low density residential areas are situated to the north and east of the downtown area, while the industrial and commercial areas tend to be located to the south and west. This has provided a somewhat natural separation of incompatible land uses. It also provides for the logical extension of these land uses in the direction started barring incompatible uses that may currently be allowed by the County.

Goal:

(7) Ensure that sufficient residential planned areas for all economic sectors are available for growth of the City to the north and east.

(8) Ensure that sufficient commercial and industrial planned areas are available for growth of the City to the southeast and west.

(9) Encourage and promote the utilization of currently vacant industrial land within the City.

(10) Ensure that some areas to the south and west within the Sphere of Influence (Planning Area), when annexed, are planned for rural residential uses.

Policies:

The City shall:

(20) Develop appropriate standards (Zoning and Subdivision Ordinances) for all land use classifications to direct and manage growth that is consistent with this Element.

(21) Provide incentives for development of currently vacant commercial/industrial lands within the City to best utilize existing resources and services.

(22) Require that new developments provide all necessary infrastructure and improvements without being a burden to the City.

(23) Establish a development fee structure that can be administered by the City for a series of smaller developments where the limitation and costs of improvements is best shared with several developers.

(24) Request that the County consider and adhere, to the extent possible, to the City's planning requirements within the Sphere of Influence (Planning Area as shown by Figure LU-2) areas.

(25) Seek grants from federal, state and other sources to continue to improve the infrastructure within the City and where possible, extend it to adjacent contiguous land.

(26) Develop standards and ordinances to allow for agricultural land uses within the City Limits for areas that may become annexed but are not immediately developed.

(27) Require through the Subdivision Standards that parcels of land being created are of sufficient size for the planned use of the area.

(28) Prohibit new development that is inconsistent and incompatible with the planned use of the area.

(29) Encourage the elimination of incompatible and inconsistent as well as conflicting land uses within each land use classification area.

(30) In approving new (discretionary) project/ developments consider the long term cost benefit ratio for the City to provide the necessary services, and if necessary establish mitigation fees.

Issue VII:

The City's primary industrial base, located to the south and on the west, consists of a series of agricultural related packing/shipping and limited processing operations. This industry and its related employment is not only seasonal, but dramatically affected by market conditions nationwide.

While it is a significant contributor to the economic stability of the City, additional agricultural as well as non-agricultural industry to establish diversity is necessary for a healthier economic base and for better employment opportunities and stability.

Goal:

(11) Provide a variety as well as a range of industrial sites and encourage the development of a broad range of industrial and manufacturing activities that are both economically feasible, environmentally acceptable, and provide employment in an attractive and convenient manner.

Policies:

The City shall:

(31) Promote and encourage Holtville as an ideal location for agricultural as well as non-agricultural related industries.

(32) Plan specific areas with a variety of small, medium, and large parcels of land for a mixture of light to heavy manufacturing.

(33) Prevent the intrusion of incompatible land use that would adversely effect or limit the planned industrial uses.

(34) Provide incentives where possible and seek grant or other development assistance.

(35) Provide for adequate transportation facilities and systems to allow for effective and efficient movement of people and goods.

(36) Carefully review new projects against environmental requirements and job to housing considerations.

Issue VIII:

Regional pressures, such as the disposal of hazardous and non-hazardous waste, the exchange of water and other resources,

and population distribution, if placed on the County and the City may place burdens upon local circulation systems, landfills, sewer and water systems, air quality and water quality, as well as many other City services.

Goal:

(12) Ensure that the local as well as County systems/facilities are not adversely affected or overburdened by regional pressures brought about by "Out-of-County" forces.

(13) Encourage and promote conservation, recycling, reuse and other environmentally desirable measures to provide for a cleaner and healthier environment.

Policies:

The City shall:

(37) Carefully review any new proposed development for compatibility, compliance, and cost/benefit ratio.

(38) Utilize the CEQA review process to analyze the potential impacts of new developments in order to address and/or mitigate adverse environmental as well as social economic conditions.

(39) Provide incentives and where necessary establish requirements to encourage water conservation, waste reduction and recycling, mass transit or other innovative transit systems, and stringently support and enforce air and water quality standards.

RELATIONSHIP OF THE LAND USE ELEMENT TO THE GENERAL PLAN:

Section 65302(a) of the California Government Code requires the preparation of a Land Use Element which delineates the proposed general distribution, general location, and density of the uses of land for housing, business, industry, open space, education, public buildings, public parks, and other categories of public and private uses of land.

This Element is therefore intended to meet the needs and desires of the City of Holtville. It is intended to reflect to the extent possible, the requirements that have evolved as a result of on-going efforts to improve the environment of the City while maintaining and protecting a balance with natural resources.

All of the Elements of the General Plan contain issues, goals and policies and all are intended to relate or correlate the implementation through the Land Use Element. One of the most closely related elements, of course, is the Circulation Element. The routing and design of circulation facilities is one of the major determinants to the form of human settlement and the uses of land. On the other hand, land use designations also create demand for circulation systems.

The Noise and Safety Elements also provide information on policies regarding natural and man-made hazards as well as disruptive noise sources within the City which need to be recognized in the implementation of the Land Use Element. The Conservation and Open Space Elements define land to be preserved in a natural state or for urban purposes.

The City in reviewing and approving any project, including its own capital improvement programs, will consider the goals and policies of all the elements.

LAND USE DESIGNATIONS:

Land uses which are identified on the **Land Use Diagram (Figure LU-1)** and the **Planning Area Diagram (Figure LU-2)** designate the proposed general distribution, density, and location of land for residential, commercial, and industrial areas, as well as community facilities/open space.

RESIDENTIAL USES:

Classifications and standards for residential development are as follows:

(1) Low Density Residential:

Low Density Residential is intended to provide for single-family residential development on lots of not less than 6,000 square feet (net) for each dwelling unit.

The overall density would not exceed six (6) dwelling units per gross acre. This density classification is typical for subdivision patterns in and throughout the Southern California region. It also provides for a balance of development and open space conducive to the single-family environment. At an average household size of 3.0 to 3.5 people, this represents a density of 18 to 21 people per acre.

(2) Medium Density Residential:

Medium Density Residential is intended to provide for residential development at a density of 3,600 square feet (net) of lot area per dwelling unit. This is a standard that is typical and compatible with duplex type units, with an overall density not exceeding twelve (12) units per gross acre. This represents a density of between 36 to 42 people per acre.

(3) High-Medium Density Residential:

The High-Medium Density Residential designation is intended to provide for residential developments with an overall density not exceeding twenty (20) dwelling units per net acre. This represents a density of 60 to 70 people per acre.

(4) High Density Residential:

High Density Residential is intended to provide for large scale residential developments with an overall density exceeding twenty (20) dwelling units per net acre. This density accommodates extremely concentrated apartment or condominium developments. This represents a density of 70 or more people per acre.

Innovative housing and development techniques should always be encouraged in future development projects in order to provide greater variety, both in cost and type of dwelling units.

In low and medium density areas, for example, it may be possible to use the "cluster" concept which provides for the grouping of structures and a far more efficient relationship to street and utilities while combining yards and setbacks into larger and more usable common open space.

In the low density areas the "patio house" concept could also be utilized. This involves the placing of two (2) single-family residential units on a side property line with a common wall. This design feature allows doubling the size of the opposite side yard for each dwelling and again provides more usable private yard space.

In all cases, such innovations should only be used where it is consistent with the General Plan and does not change or disrupt the character of the existing or proposed development. It is imperative that standards be adopted to ensure high quality developments with regulations and standards governing setbacks, side yards, landscaping, open space, and parking, among others.

The standards, if properly implemented, provide a clear direction to developers and, at the same time, helps the City in its effort to enhance and improve the appearance of residential areas in the City as a whole. The careful review and update of the Zoning Ordinance and Subdivision Ordinance

is also necessary, because these Ordinance(s) not only function as the primary enforcement tool to the General Plan, they also provides flexibility and incentives for development.

RURAL RESIDENTIAL (ESTATE) USES:

Classifications and standards for rural residential uses are as follows:

Estate 1:

This designation provides for the development of "Rural Atmosphere" type land uses that would allow for half (1/2) to five (5) acre lot sizes to be developed for principle residential uses. Within this category, it would allow the development of a residence with associated residential and agricultural structures provided they are incidental to the residence and are not a business operation. It would also allow for limited amounts of small and large animals; the number and type to be specified within the Zoning Ordinance. Density for people would range from 3.0 to 7 per parcel and large animals would be limited to one per half (1/2) acre.

Estate 2:

This classification would allow larger agricultural land uses and lot sizes would typically be in excess of five (5) acres. This would allow limited farming operations (not farm material processing, or transporting) such as general crop farming, horse ranchettes, and other lesser intensity agricultural production. While this category may be broadly construed, specific limitations and special permitting for certain uses are defined within the Zoning Ordinance. Typical lot sizes for this classification would range from five (5) to twenty (20)

acres, with lots/parcels in excess of twenty (20) acres being more appropriate for agricultural uses. Density would also range from 3.0 to 7 people per parcel with large animals restricted to one per half (1/2) acre, except that parcels larger than five (5) acres could have one per half (1/2) acre for the first five (5) acres and four (4) per acre for all acres beyond the initial five (5) acres.

AGRICULTURAL USES:

This designation would permit agricultural land uses typified by general farming, pasturing, etc. It would not allow intense land uses such as feedlots, packing/ trucking operations, and other similar high intensity uses. This classification would allow for one residential unit per legal parcel irrespective of parcel size. Thus the density would be 3-7 people per parcel. It is the intent of the City in establishing this category to allow for continued agricultural land use of parcels annexed under a phased development plan.

COMMERCIAL USES:

Classifications and standards for commercial development are as follows:

(1) General Commercial:

The general commercial designation encompasses a range of land uses that include: Neighborhood, Office and Heavy Commercial uses, which are further defined as follows:

Neighborhood Commercial is intended for retail uses serving principally the convenient shopping needs of the neighborhood in which it is located.

Office Commercial is intended for the establishment of professional as well as administrative offices, medical care centers, and other ancillary services.

Heavy Commercial uses are intended for general commercial uses, businesses and consumer services, and possibly light manufacturing.

NOTE: All commercial areas shall maintain a minimum ten percent (10%) of the lot area for open space (landscaping), in addition to the parking areas required by the Zoning Ordinance. Deviation from this requirement may only be allowed by the established variance procedure.

(2) Regional Commercial:

The Regional Commercial uses are intended to allow consideration of a regional or a community shopping center as an alternative to the current linear downtown commercial feature.

Commercial uses within this category include: Regional and Community Level Shopping Centers servicing the existing and surrounding communities, for all retail and specialized commercial activities.

INDUSTRIAL USES:

The general classification and standards for industrial developments are as follows:

(1) Light Industrial:

Light Industrial/Manufacturing is intended to provide for the development of industrial uses that include the fabrication, manufacturing, assembly, or processing of materials that are in refined form. Agricultural packing sheds, vegetable processing/packing and other similar uses could be an allowed use in this category.

(2) Heavy Industrial:

Heavy Industrial is intended to provide for a variety of development and manufacturing processes, the fabrication and assembly of goods and materials which do not, in their operation or maintenance, create offensive, obnoxious or dangerous conditions. Limitation of uses allowed outright, or uses by special permit within this classification can further define and protect the land use and environmental goals of the City.

RECREATIONAL USES:

The areas designated for recreational use are those that are for geographic/topographic or compatibility reasons, declared to be areas suitable and limited to open space and/or recreational uses. Among the uses allowed would be walking trails, hiking trails, horse trails, nature trails, golf courses, animal show rings, sporting fields, general parks, special parks, outdoor theaters, etc. Any such use allowing a large assembly of people and particularly areas with seating, bleachers, etc., may be subject to special permitting requirements delineated within the Zoning Ordinance.

COMMUNITY FACILITIES:

Community facilities are those sites which are either owned by public agencies or which are located within or upon City owned property. Among the current community facilities are; the Holt Park area and structures, Mack Park, etc.

For the purpose of this Plan, school facilities are also considered public facilities. While school sites are not under the direct regulatory control of the City Government, school facilities are and can be utilized for a variety of public functions which further enhances the open space and recreational opportunities to the City population.

IMPLEMENTATION PROCEDURES/ALTERNATIVES:

Implementation of land use policies, programs and strategies are accomplished at the local level under authority of State and Federal laws. Additionally, local, state and federal funding sources enable and support implementation of land use goals.

LOCAL PROGRAMS:

A. Zoning Ordinance:

Zoning regulations (ordinances) are the primary means for the translation of the General Plan into an effective parcel specific allowable use and development standard. Zoning Maps as well as Zoning Regulatory Provisions must be consistent with the land uses, with the goals and policies, and the implementation measures of the General Plan.

B. Subdivision Ordinance:

Consistent with the provisions of the state Subdivision Map Act, the City's subdivision regulations provide standards for the design and improvement of subdivided land within the City. The City should review and update its Subdivision Regulations as necessary to achieve the intended ends, especially with the

respect to public improvements, natural hazard avoidance, and design criteria.

C. Redevelopment:

The City of Holtville has established a redevelopment agency pursuant to the California Community Redevelopment Laws (Health and Safety Code, Division 24, Part I), and it has also adopted a Redevelopment Plan dated August 22, 1989 which establishes procedures for the administration, acquisition, improvement and funding activities within a defined development area.

The City should periodically review the existing redevelopment plan and update the regulations and procedures, as well as make boundary revisions as needed to assist in the implementation of the General Plan.

D. Capital Improvement Programs:

The City of Holtville should establish a five (5) year Capital Improvement Program to list the recommendations for study or construction of public works projects on an annual basis. Government Code, Section 56402 requires the Planning Commission to review on a yearly basis, for conformity to the

General Plan, the Capital Improvement Program of its jurisdiction.

E. California Environmental Quality Act (CEQA):

The California Environmental Quality Act (CEQA) requires the preparation of Environmental Impact Reports for projects which have significant impacts. Section 15080(c) of the CEQA Guidelines requires that the Initial Study of a project consider whether it is compatible with the General Plan. Additionally, the CEQA documentation must discuss any inconsistency between the proposed project and the General Plan. The CEQA process is one of the most important and beneficial procedures to help guide the City in its decision making process.

F. Construction and Building Codes:

Construction/Building Codes set forth <u>minimum</u> standards and specifications for structural soundness, safety, occupancy factors, and conditions to both new and existing development.

The following codes are utilized by the City of Holtville, as well as other municipalities to implement the General Plan goals and policies:

(1) Uniform Building Code

(2) Uniform Plumbing Code

(3) Uniform Mechanical Code

(4) Uniform Fire Code

(5) National Electric Code

(6) California Code of Regulations

G. Review/Up-date:

The General Plan, while being rather specific, is also dynamic, in that it is based on currently available information which is constantly changing. Government Code, Section 65400(b) requires the Planning Commission to report annually to the City Council "on the status of the General Plan, and the progress in its implementation".

Furthermore, Government Code Section 65588 requires that the Housing Element must be reviewed and updated at least every five (5) years.

To protect the integrity, consistency, and long term applicability, state law restricts the frequency that a general plan may be amended. At this time, a general plan may only be amended a maximum of four (4) times per year.

FUNDING SOURCES:

Local Funding:

Taxes, exactions, fees, assessments and bonds are five (5) major sources for local funding. Taxes include property, use, occupancy, density, business license, etc. and are utilized to fund general purpose government.

Exactions relate to dedication of land improvements or in lieu payment imposed on new development as part of subdivision requirements. Fees are levied to finance a particular facility, improvement or service which confer "direct and identifiable" benefit to those paying the fee.

Special Assessments are used to fund specific improvement projects such as flood control, street and sidewalk improvement, etc. and are also generally borne by those who benefit.

Bonds are utilized to raise capital needed for major public improvements such as sewer and water treatment plant expansions, etc.

State Funding:

There is an ever-changing variety of grant and loan programs available to local governments which fall under the following broad headings: Housing, Energy, Park Open Space, Recreation, Solid Waste Management, and Preservation.

While application for such funding can be an arduous task, the benefits and opportunities can be significant.

Federal Funding:

The Federal Government also provides a wide variety of funding programs. The most utilized has been the Community Development Block Grant (CDBG) system. These funds are generally used for housing, public facility improvement, urban and rural and other such local programs. From time to time other grant and loan programs are available through the Housing and Urban Development Department (HUD).

EXISTING CONDITIONS AND TRENDS:

Existing Land Use Diagram (Figure LU-3) shows the current land use patterns of the City of Holtville. This land use pattern was mapped from a lot-by-lot survey of the City conducted on November 17 & 18, 1990. A statistical summary of the land use inventory is shown in **Table LU-A.** The total amount of land under current zoning classifications is shown on **Table LU-B** and the vacant land by zoning classification is on **Table LU-C.**

The commercial areas are generally located along and adjacent to 5th Street, 6th Street, Holt Avenue and Pine Ave. The current land uses within this are generally consistent with the planned use of the same area. There is, at this time, a significant amount of vacant commercial land and likewise there are a number of vacant offices, stores and other commercial buildings. Based on an accepted ratio of three (3) acres per 1000 people, it is clear that there is sufficient commercial land available at this time, although location, contiguity, and availability pose potential development constraints.

At the present time, a large regional shopping facility may not be viable; however, the area planned for such use along the south side of Evan Hewes Highway and at the Orchard Road/Interstate 8 intersection can be a logical and viable

site for the future when the industrial and population base expands into the western extension toward the existing Country Club, and the southern direction to Interstate 8.

Industrial uses are generally found along the railroad track, 4th Street, Bonds Corner Road, Zenos Road and Melon Road. These areas are segregated from incompatible uses such as residential, except for some scattered mixed uses in the south/east section of town. Much of this industrial planned land is vacant or underutilized. The majority of these industrial uses are related to agriculture and are, therefore, seasonal in use. While there is some industrial land available, the arrangement and size of the parcels do not readily lend themselves to larger industrial developments.

The residential areas are predominantly located north of 5th Street from the east to the west end of the City. Different types and intensities of residential uses are scattered throughout the City. However, most of the heavier densities are located along the major circulation routes, and the highest density units are located in the eastern section along Evan Hewes Highway.

Recently two new residential developments, (CUI and Lewis Homes) have added some forty-one (41) new single-family structures to the City's inventory. (See **Table LU-D** for statistics on new units since 1985.) The Lewis Homes project

is located east of the Middle School in a planned residential area. The CUI project is located south of 4th Street and east of Chestnut, which is an area perhaps more suited to higher density uses, particularly in light of the surrounding commercial and industrial uses.

The current growth pattern for residential uses appears to be in the northern and eastern direction. However, a number of County-allowed land uses immediately adjacent to the City may impede or make more difficult an orderly growth pattern in the northern direction.

The areas south of the Alamo River toward Interstate 8 have generally developed with larger rural residential developments. It is desirable that the City grows in that direction maintaining the rural lot sizes. Ultimately the growth of the City to the freeway could result in significant benefits including freeway commercial uses.

Because of topography and location to circulation systems, development west of the City, north of Evan Hewes Highway, is more suited for industrial rather than residential uses. Planned industrial uses for this area would provide sufficient land both in area and configuration to attract major industrial facilities.

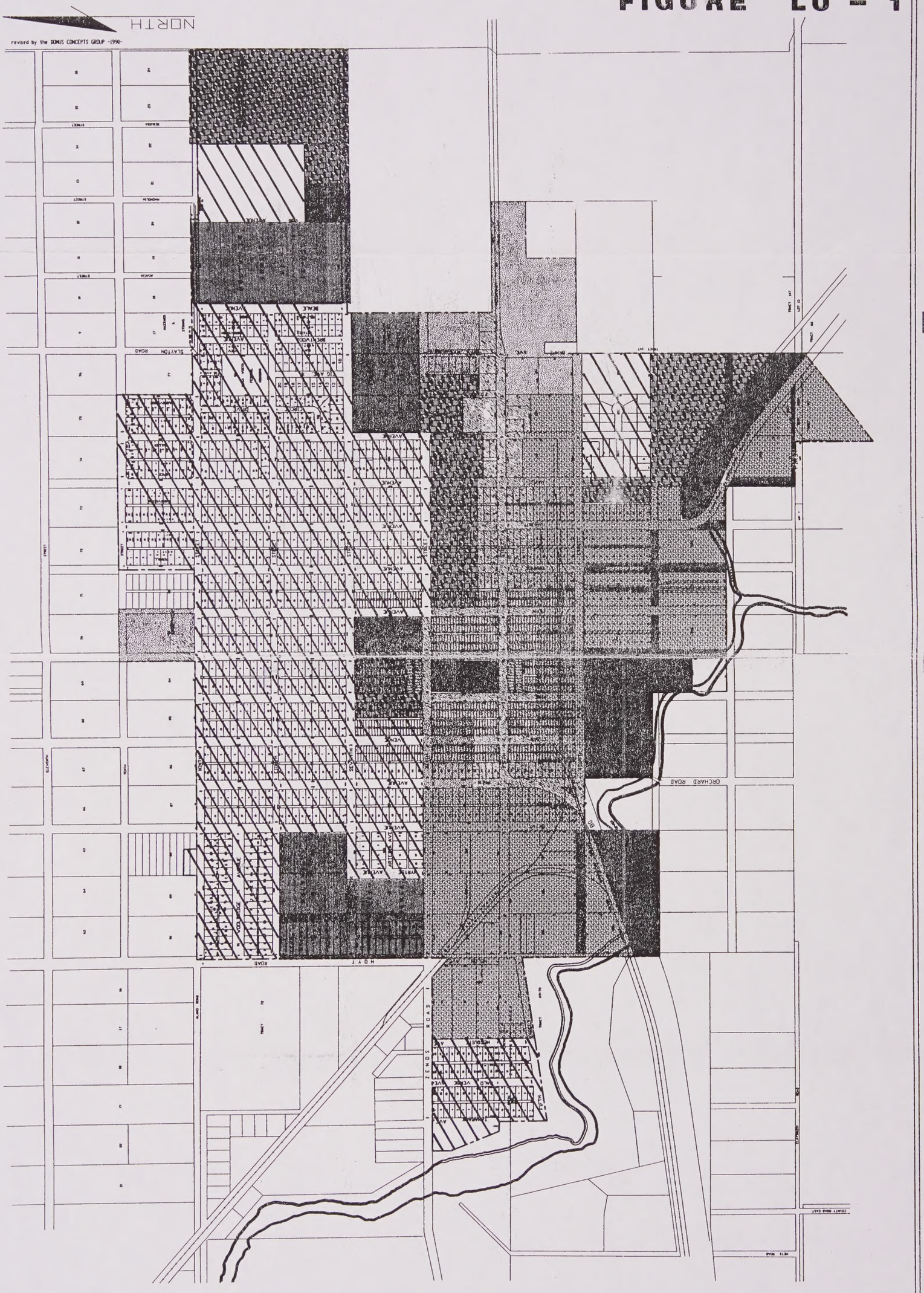
With the current location of the Barbara Worth Country Club and the suitability of the land between the City and the Country Club, this area is ideal for a major development which could include highway commercial and low as well as high density residential. With a specific plan, this area could provide many innovative opportunities for developers while also offering significant benefits to the City.

Summary:

While there is sufficient commercially zoned land, and a significant amount of industrial zoned land, the City needs a stronger economic base. To that end, the City needs to plan for more industrial and commercial areas that are better suited for specific industries and businesses.

There are only a few vacant residential lots still available within the City limits. Since growth in the residential arena is much easier and more likely than Industrial development, less effort is required by the City; however, the City still needs to maintain and follow this plan to provide consistency, compatibility and order.

FIGURE LU - 1



LAND USE PLAN FOR THE CITY OF HOLTVILLE

IMPERIAL COUNTY CALIFORNIA

PLANNING AREA LAND USE PLAN for the City of Holtville

Imperial County, CA

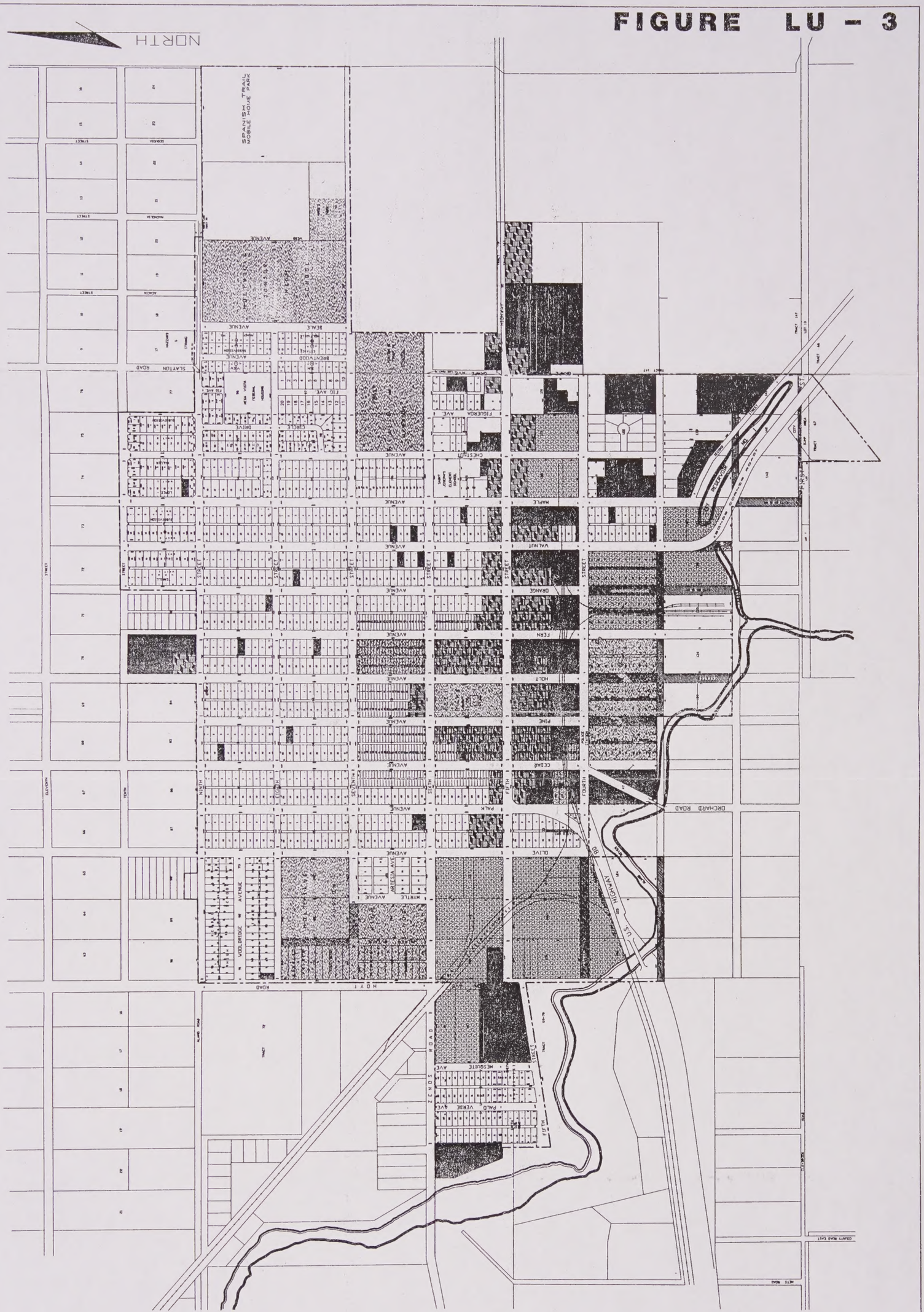
CITY OF HOLTVILLE

KEY:

- LOW DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- RURAL RESIDENTIAL
- REGIONAL COMMERCIAL
- INDUSTRIAL
- AGRICULTURAL
- OPEN SPACE/REC.

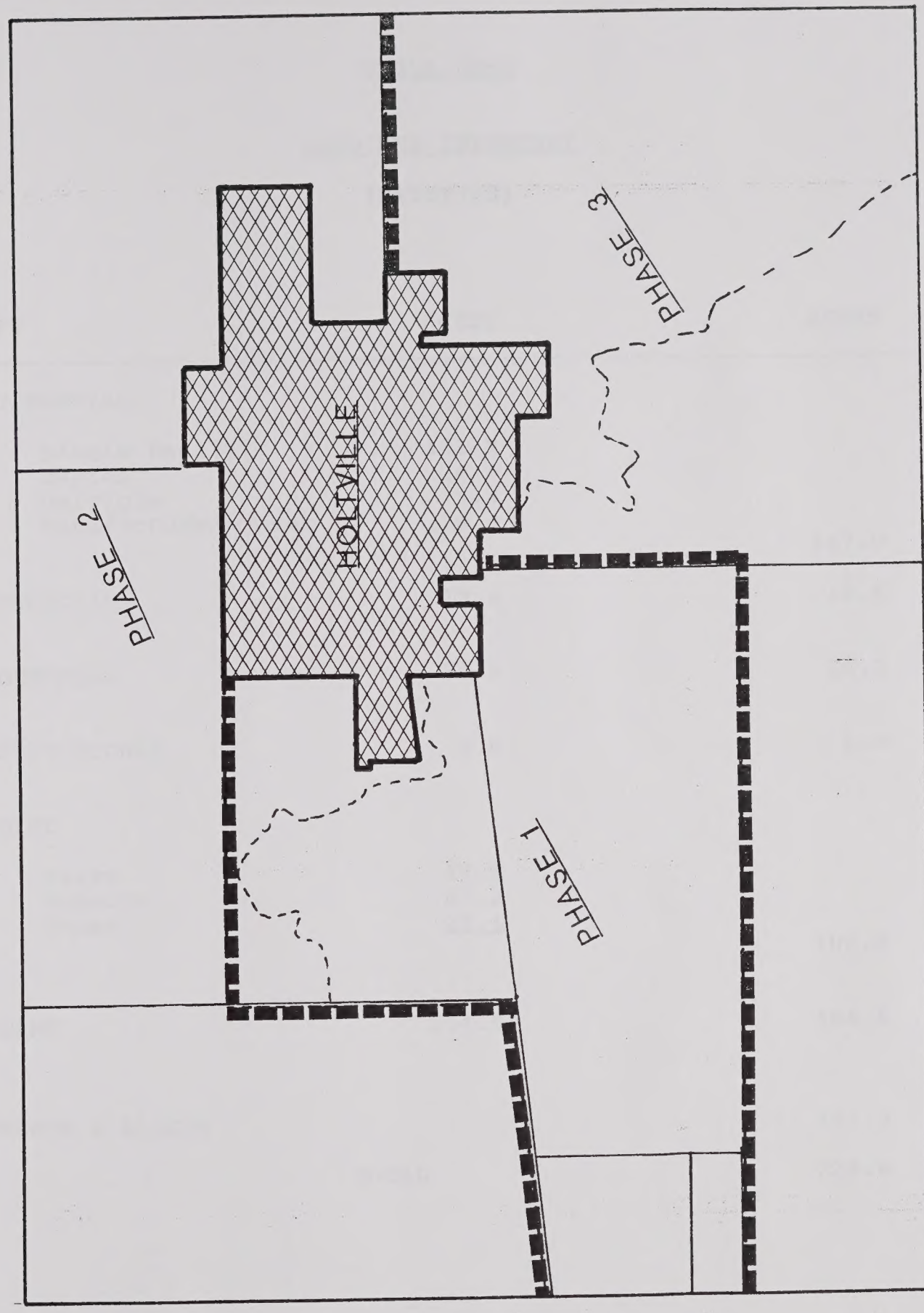
FIGURE LU - 2

FIGURE LU - 3



LAND USE INVENTORY for the City of HOLTVILLE
(DEC. 1990) IMPERIAL COUNTY CALIFORNIA

AREAS OF FUTURE GROWTH



HOLTVILLE

FIGURE LU - 4



TABLE LU-A

LAND USE INVENTORY

(EXISTING)

TYPE	ACRES	ACRES
RESIDENTIAL		
Single Family	181.2	
Duplex	16.4	
Multiple	19.5	
Manufactured Homes	30.0	
		247.0
COMMERCIAL	19.6	19.6
INDUSTRIAL	80.2	18.2
INSTITUTIONAL	5.0	5.0
PUBLIC		
Parks	18.3	
Schools	65.2	
Other	22.4	
		105.9
VACANT	104.5	104.5
STREETS & ALLEYS		167.3
	TOTAL	**729.6**

TABLE LU-B

LAND USE ZONING

(EXISTING)

ZONING CLASS	ACRES	ACRES
RESIDENTIAL		
R-1	181.2	
R-2	42.7	
R-3	27.15	
R-4	29.98	
Commercial	31.1	
Industrial	112.4	
TOTAL		**424.53**

TABLE LU-C

VACANT LAND

(EXISTING)

ZONING	ACRES
RESIDENTIAL	
R-1	4.25
R-2	4.03
R-3	2.75
R-4	0
Commercial	10.5
Industrial	34.5
TOTAL	**56.3**

TABLE LU-D

NEW RESIDENTIAL CONSTRUCTION

CITY OF HOLTVILLE, 1963-1990

YEAR	SINGLE-FAMILY	APARTMENT	TOTAL
1963	65	4	69
1964	8	18	26
1965	35	14	49
1966	6	1	7
1967	7	-	7
1968	6	-	6
1969	8	-	8
1970	16	-	16
1971	18	-	18
1972	13	-	13
1973	41	-	41
1974	6	2	8
1975	50	4	54
1976	11	-	11
1977	11	7	11
1978	6	-	6
1979	9	1	10
1980	3	2	5
1981	-	-	-
1982	-	-	-
1983	2	-	2
1984	1	-	1
1985	15	3	18
1986	7	11	18
1987	9	-	9
1988	10	4	14
1989	8	4	12
1990	41	3	45

SOURCE: California Construction Trends & Building Department records.

TABLE LU-E

Summary of Residential Density Standards

Density Class	Type of Housing	Characteristics	Range of D.U. per net acre	Minimum land area per D.U.
Low Density	o Single-family o Mobile Home Subdivision o Planned Residential Dev.	o Typical Single-family neighborhoods o Complete Urban Services	1.0-6.0	6,000 sq. ft.
Medium Density	o Two Family Residential o Single-family	o Duplex Units o Areas Adjacent to More Intensive Land Use	2.0-12.0	3,600 sq. ft. lot/unit
High Medium Density	o Town House Development o Apartment Houses o Duplex - Triplex	o Town House o Apartment Houses	4.00-20.00	----------
High Density	o Mobile Home Parks o Large Apartment Complex	o Designated Park o Dense Housing Units	CCR-25 20+	CCR-25 ----------

TABLE LU - E

TABLE LU-F

Population Carrying Capacity

Zone	Total Acres	Vacant Acres	Current Zoning Density: Units/Acre[1]	With Current Zoning, Max # of Units[2]	Household Size[3]	With Current Zoning Max Pop.[4]	# of Units in 1975[5]	# of People in 1975[6]
R-1 (1 Unit)	214.00	23.50	6.00	1284	3.2	4,108	964	3,328
R-2 (2 Units)	48.50	6.50	12.00	576	3.2	1,843	191	424
R-3 (3 or more units)	27.15	2.75	20.00	543	2.4	1,303		
R-4 (Trailers)	29.98	0	8.71	252	2.5	630	220	542
TOTAL	319.63	32.75	-----	2,655	----	7,884	1,375	4,294

1. The following densities from the Zoning Ordinance work out to the above densities per net acre:
   R-1 1 Unit/6000 sq.ft.
   R-2 1 Unit/3600 sq.ft.
   R-3 20 Units/Acre
   R-4 20 or more
2. Calculated by multiplying total acres by units/acre.
3. Figures are from the "Census Report", conducted by the California Department of Finance in 1990. Household size for R-3 is the average of household sizes for 24 units (2.82) and 5 or more units (1.99) per structure. These household sizes are higher than those for most other cities in California, due, in part, to the relatively large proportion of young people in Holtville's population. With the passage of time, however, the average household size may decrease, which would effectively reduce the figures given for the maximum population possible with the current zoning.
4. Calculated by multiplying maximum number of units by household size.
5. Figures are from the "Census Report". The Report showed a total of 81 units of the type that had 2-4 units per structure, and 110 units of the type that had 5 or more units per structure. The sum of these is 424.
6. Figures are from the "Census Report". The Report showed a total of 223 people in units of the type that had 2-4 units per structure, and 201 people in units of the type that had 5 or more units per structure. The sum of these is 424.
7. The "Census Report" included some dwelling units and people that were classified as to number of units per structure.

TABLE LU-G

LAND USE CONSISTENCY MATRIX
ZONING CLASSIFICATIONS

	R-1	R-2	R-3	R-4	E-1	E-2	A	C-1	C-2	C-3	I-1	I-2	R	P	S
LOW DENSITY RESIDENTIAL	X	O													
MEDIUM DENSITY RESIDENTIAL	O	X													
HIGH-MEDIUM DEN. RESIDENTIAL		O	X	O									O	O	
HIGH DENSITY RESIDENTIAL			O	X									O	O	O
ESTATE 1					X		O								
ESTATE 2					O	X	O								
AGRICULTURE						O	X								O
GENERAL COMMERCIAL						X	X				O	O			
REGIONAL COMMERCIAL						O	O	X			O	O			
LIGHT INDUSTRIAL									X			O			
HEAVY INDUSTRIAL									O	X					
RECREATION											X	O	O		
OPEN SPACE											O		X		

X Zoning is consistent with Land Use Class
O Zoning may be consistent (Project Analysis Required)

TABLE LU - G

TABLE LU - H

COMPARISON OF CITY AND COUNTY RESIDENTIAL DEVELOPMENT STANDARDS

ZONING		MINIMUM LOT SIZE		MAXIMUM DWELLING UNITS/NET ACRE		APPROXIMATE RANGE OF POPULATION DENSITY/SQ.MILE	
City	County	City	County	City	County	City	County
--	RA	--	22,000 sq.ft.	--	1.76	--	890
R-1	R-1 R-1-T	6,000 sq.ft.	6,000 sq.ft.*	6.00	6.00 (11.99)	7,000/ 11,000	7,000/ 11,000
R-2	R-2	3,600 sq.ft.	3,600 sq.ft. per unit	10.00	11.10	7,000/ 10,000	8,500/ 12,000
R-3	R-3		2,000 sq.ft. per unit	20.00	21.78	14,000/ 23,000	15,000/ 25,000
R-4	R-4		6,000 sq.ft.		7.26	7,000/ 10,000	6,000/ 8,000

*3,6000 sq.ft./unit if 400 sq.ft./lot is included in common use recreational area.

TABLE LU - H

HOUSING ELEMENT

The **HOUSING ELEMENT** required by State Law in July 1, 1969, while one of the mandatory seven (7) elements, is unique in many ways.

This Element must consist of standards and plans for the improvement of housing and for the provision of adequate sites for housing. It must also make adequate provisions for the housing of all economic segments of a community and, as such, must include aspects of current housing technology including provisions for not only site-built housing but also manufactured houses.

The **HOUSING ELEMENT** is now contained in Government Code, Section 65302(c). Furthermore, under provisions of California Code of Regulations, Title 25, Section 6472, the Housing Element must be revised at least every five (5) years and must be submitted to the Department of Housing and Community Development for review.

CITY OF HOLTVILLE

HOUSING ELEMENT

May 1994

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807.00

CITY OF HOLTVILLE
HOUSING ELEMENT

TABLE OF CONTENTS

		Page
I.	INTRODUCTION	1
	A. State Policy and Authorization	1
	B. Organization of the Housing Element	2
	C. Relationship to Other General Plan Elements	2
	D. Public Participation	5
II.	EXISTING CONDITIONS AND TRENDS	6
	A. Population Characteristics	6
	B. Household Characteristics	9
	C. Housing Market Characteristics	16
	D. Assisted Housing at Risk of Conversion	20
III.	SUMMARY OF HOUSING NEED	24
IV.	CONSTRAINTS ON HOUSING PRODUCTION	26
	A. Market Constraints	26
	B. Governmental Constraints	27
	C. Infrastructure and Environmental Constraints	30
V.	HOUSING OPPORTUNITIES	32
	A. Residential Development Since July, 1989	32
	B. Availability of Sites for Housing	32
	C. Residential Development Potential Compared With Holtville's Regional Housing Needs	33
	D. Availability of Public Services and Facilities	38
	E. Opportunities for Energy Conservation	38
VI.	HOUSING PLAN	39
	A. Issues	39
	B. Goals	40
	C. Policies	40
	D. Evaluation of Accomplishments Under Adopted Housing Element	42
	E. Share of Region's Housing Needs	42
	F. Affordable Housing Requirements of Redevelopment Law	44
	G. Housing Programs	46
	H. Housing Program Summary	60

LIST OF FIGURES

Figure		Page
1.	Housing Units Built (7/89 - 2/94)	36
2.	Housing Opportunity Areas	37

LIST OF TABLES

Table		
1.	State Housing Element Requirements	3
2.	Population Trends - Holtville and Surrounding Areas	6
3.	Age Characteristics - 1990	8
4.	Race and Ethnicity - 1990	9
5.	1989 Household Income Distribution	11
6.	Holtville Household Income Distribution - HUD Income Groups	11
7.	Housing Overpayment by Tenure and HUD Income Groups	12
8.	Summary of Special Needs Groups - 1990	16
9.	Age of Housing Stock - 1990	18
10.	Housing Conditions	18
11.	Housing Affordability	19
12.	Existing and Projected Housing Needs	25
13.	Planning and Development Fees	29
14.	Residential Development Standards	30

LIST OF TABLES
(Continued)

Table		Page
15.	Residential Site Inventory (7/89 - 6/96)	35
16.	1989-1996 Housing Units Needed by Income Group	43
17.	Summary of Housing Goals	60

I. INTRODUCTION

The City of Holtville is located in the south-central portion of Imperial County, along the irrigated Imperial Valley. The City is surrounded by the cities of El Centro and Imperial to the west, the City of Brawley to the northwest, and the City of Calexico to the southwest. The most predominant access points to the City are Orchard Road from the south, Highway 115 (Bonds Corner Road) from the southeast, East Evan Hewes Highway from the east, and Holt Road from the north.

Incorporated in 1908, Holtville has developed as a low-density, semi-rural community. Farming is the major industry in Holtville, with over 27 percent of the people employed in the City having jobs in agriculture or related businesses. While the types of crops grown in the City are diverse, Holtville is also known as the "Carrot Capital of the World." The City sponsors a "Carrot Festival" each year during spring time.

Population growth in the City has been steady. Between 1980 and 1990, the City's total population grew by about ten percent. With the recent completion of two state prison facilities and the anticipated impacts of NAFTA and the proposed port of entry, the City's total population is projected to grow by 44 percent between 1990 and 2010.

This Housing Element sets forth the city's strategy to preserve and enhance the community's desirable residential character, expand housing opportunities for all economic segments, and provide guidance and direction for local government decision-making in all matters relating to housing.

A. STATE POLICY AND AUTHORIZATION

The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the State's major housing goal. Recognizing the important role of local planning programs in the pursuit of this goal, the Legislature has mandated that all cities and counties prepare a housing element as part of their comprehensive General Plans. Section 65302 (c) of the Government Code sets forth the specific components to be contained in a community's housing element. Table 1 summarizes these State requirements and identifies the applicable sections in the Holtville Housing Element where these requirements are addressed.

State law requires Housing Elements to be updated at least every five years to reflect a community's changing housing needs. Holtville's Draft Housing Element was prepared in 1991 and is currently being updated as part of the 1989-1994 update cycle for jurisdictions in the SCAG region. As part of the Regional Housing Needs Assessment (RHNA), the Southern California Association of Governments (SCAG) determines the five-year housing growth needs by income

category for cities within its jurisdiction, which includes the City of Holtville. Due to a suspension in State funding, SCAG will not be developing the new 1994-1999 RHNA until sometime in 1994. Thus, the State Department of Housing and Community Development (HCD) has extended the current SCAG cycle (July 1, 1989 to June 30, 1994) for two additional years to cover the period through June 30, 1996.

B. ORGANIZATION OF THE HOUSING ELEMENT

The Holtville Housing Element is comprised of the following major components:

(1) An analysis of the City's population, household and employment base, and the characteristics of the City's housing stock (Chapter II).

(2) A summary of the present and projected housing needs of the City's households (Chapter III).

(3) A review of potential constraints to meeting the City's identified housing needs (Chapter IV).

(4) An evaluation of opportunities that will further the development of new housing (Chapter V).

(5) A statement of the Housing Plan to address Holtville's identified housing needs, including housing goals, policies and programs (Chapter VI).

C. RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Holtville General Plan is comprised of the following seven elements: 1) Land Use; 2) Housing; 3) Circulation; 4) Noise; 5) Safety; 6) Open Space; and 7) Conservation. The Housing Element is being updated at this time in conformance with the 1989-1994 update cycle for jurisdictions in the SCAG region. The Housing Element builds upon the other General Plan elements and is entirely consistent with the policies and proposals set forth by the Plan. As portions of the General Plan are amended in the future, the Plan (including the Housing Element) will be reviewed to ensure internal consistency is maintained.

TABLE 1
STATE HOUSING ELEMENT REQUIREMENTS

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
A. <u>Housing Needs Assessment</u>	
1. Analysis of population trends in Holtville in relation to regional trends.	Chapter II, Section A
2. Analysis of employment trends in Holtville in relation to regional trends.	Chapter II, Section A
3. Projection and quantification of Holtville's existing and projected housing needs for all income groups.	Chapter III
4. Analysis and documentation of Holtville's housing characteristics including the following:	
a. level of housing cost compared to ability to pay;	Chapter II, Section B
b. overcrowding;	Chapter II, Section B
c. housing stock condition.	Chapter II, Section C
5. An inventory of land suitable for residential development, including vacant sites, land having redevelopment potential, and an analysis of the relationship of zoning, public facilities and services to these sites.	Chapter V, Section B
6. Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels.	Chapter IV, Section B
7. Analysis of existing and potential nongovernmental and market constraints upon maintenance, improvement, or development of housing for all income levels.	Chapter IV, Section A
8. Analysis of special housing need: handicapped, elderly, large families, female-headed households, farmworkers.	Chapter II, Section B

TABLE 1
STATE HOUSING ELEMENT REQUIREMENTS
(continued)

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
9. Analysis concerning the needs of homeless individuals and families in Holtville.	Chapter II, Section B
10. Analysis of opportunities for energy conservation with respect to residential development.	Chapter V, Section E
B. Goals and Policies	
1. Identification of Holtville's goals and policies relative to maintenance, improvement, and development of housing.	Chapter VI, Section A
C. Implementation Program	
An implementation program should do the following:	
1. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels.	Chapter VI, Section G
2. Program to assist in the development of adequate housing to meet the needs of low- and moderate-income households.	Chapter VI, Section G
3. Identify and, when appropriate and possible, remove governmental constraints to the maintenance, improvement, and development of housing in Holtville.	Chapter VI, Section G
4. Conserve and improve the condition of the existing and affordable housing stock in Holtville.	Chapter VI, Section G
5. Promote housing opportunities for all persons.	Chapter VI, Section G
6. Preserve lower income households assisted housing developments.	Chapter VI, Section G

D. PUBLIC PARTICIPATION

Section 65583(c)(5) of the California Government Code states that "The local government shall make diligent effort to achieve public participation of all the economic segments of the community in the development of the housing element, and the program shall describe this effort."

To solicit public participation, the Draft Holtville Housing Element will be made available to local housing organizations including the Imperial Valley Housing Authority and Campesinos Unidos, Inc.. Copies of the Draft Housing Element will also be provided to the local development community, particularly to those developers with residential projects pending in the City. A copy of the Draft Element will be available in the City Library for public review. In addition, the City will publish in the local newspaper, advertising the public hearing on the Draft Element. The advertisement will be published in both English and Spanish.

II. EXISTING CONDITIONS AND TRENDS

A successful strategy for improving housing conditions must be preceded by an assessment of the housing needs of the community and region. This section of the Housing Element discusses the major components of housing needs, that is, the trends in Holtville's population, households, and the type of housing available.

A. POPULATION CHARACTERISTICS

Between 1970 and 1980, the City of Holtville's population grew significantly (26 percent) from 3,496 persons to 4,399 persons, reflecting the population trends of the County at that time. However, population growth in Holtville began to stabilize in the 1980s. As shown in Table 2, the City's population increased from 4,399 in 1980 to 4,820 in 1990, representing a ten-year growth rate of less than ten percent or an annual rate of less than one percent. During the same ten-year period, the County population grew by almost 17 percent.

TABLE 2
POPULATION TRENDS
HOLTVILLE AND SURROUNDING AREAS

Jurisdiction	1980 Population	1990 Population	% Change
Brawley	14,946	18,865	26.2%
Calexico	14,412	17,908	24.3%
Calipatria	2,636	2,686	1.9%
El Centro	23,996	31,154	29.8%
Holtville	4,399	4,820	9.6%
Imperial	3,451	4,023	16.6%
Westmorland	1,590	1,377	-13.4%
Imperial County	92,110	107,615	16.8%

Source: U.S. Department of Commerce, Bureau of the Census, 1980 and 1990 Census Reports.

In 1991, the Imperial Valley Housing Authority prepared a Housing Needs Assessment for the City of Holtville as part of a comprehensive study for the County. The Needs Assessment indicates that by the year 2010, the City is projected to have a population of nearly 7,000, representing a growth rate of 44 percent in 20 years or an annual growth rate of slightly over two percent. This projection is based on a number of factors that can and have affected the growth

pattern of the County as well as the City in recent years, including the completion of two state prison facilities in the region.

The Calipatria State Prison Facility and Centinela State Prison at Imperial County were completed in the early 1990s and are now occupied. The Calipatria facility has 2,200 beds and can accommodate up to 190 percent of design capacity. Approximately half of the prison employees at this facility were transferred from other facilities throughout the State, placing a demand on the regional housing market. While the Environmental Impact Report for the California Prison Systems indicated a general tendency for prison employees to be housed in the larger cities, rural communities such as Holtville, have the potential to incur significant prison-generated housing demand, particularly from people who prefer a more rural, quiet lifestyle. The County Housing Needs Assessment estimates that 35 employees from the Calipatria Facility and their families may locate in Holtville. The Centinela Prison Facility is located near the Town of Seeley, to the west of El Centro. A portion of this prison's employees may also be housed in the Holtville area.

Furthermore, there are plans to establish a new port of entry from Mexico six miles directly south of the City. This port of entry is expected to be operational in the summer of 1995. The roadway system near the border will be expanded or improved to support this new port of entry. The City anticipates to experience population increases as the plans materialize.

The development of the geothermal industry in the late seventies and early eighties has provided additional job opportunities in the region. The nearest geothermal activity to the City is located in the East Mesa, and provides approximately twenty-five (25) jobs for every fifty (50) megawatts of energy generated. Geothermal energy, aside from creating new electrical energy through the utilization of a renewable energy source, also provides potential for other heat related industries such as vegetable dehydration, ethanol production, etc.

In addition, the anticipated impacts of the North America Free Trade Agreement (NAFTA) and the general increase in development and growth County-wide will also contribute to the City's population growth.

Age of Population

The age structure of a population is an important factor in evaluating housing needs and projecting the direction of future housing development. As shown in Table 3, the 1990 Census showed the median age of Holtville population at 28.7 years of age. The overall age distribution of Holtville parallels that of the County.

In the infant to age 17 range, the City exceeds the state average by over nine percent, while in the age group 18-64 the state average exceeds that of Holtville by about eight percent. This indicates that the working age group of those born in Holtville leave the community to seek employment elsewhere or to continue

schooling or other factors. In addition, approximately eight percent of the City's population was between 12 and 15 years of age in 1990. This group of young people may enter the work force during this Housing Element period and may leave the City in search of employment opportunities. The community needs to pursue programs to reverse this trend or it will find itself lacking a population that can sustain a stable community.

TABLE 3
CITY OF HOLTVILLE
AGE CHARACTERISTICS - 1990

Age Group	City		County		State
	No.	% of Total	No.	% of Total	% of Total
Under 5	435	9.0%	9,986	9.1%	8.0%
5-17	1,261	26.1%	27,473	25.1%	18.0%
18-20	234	4.9%	5,280	4.8%	4.7%
21-24	242	5.0%	5,815	5.3%	6.7%
25-44	1,410	29.3%	31,334	28.7%	34.7%
45-54	385	8.0%	9,421	8.6%	9.8%
55-64	388	8.0%	8,886	8.2%	7.5%
Over 65	465	9.7%	11,108	10.2%	10.6%
Total	4,820		109,303		
Median Age	28.7		28.8		31.5
Male	2,346	48.7%	53,828	49.2%	50.1%
Female	2,474	51.3%	55,475	50.8%	49.9%

Source: U.S. Department of Commerce, Bureau of the Census, 1990 Census.

Race/Ethnicity

The racial and ethnic make-up of a population affects housing needs based on the unique household characteristics of different groups, and household size in particular.

As illustrated in Table 4, the City of Holtville is a predominantly Hispanic community, with Hispanic persons comprising over 62 percent of the population in 1990. Whites comprise the second largest group in the City (37 percent). Blacks, Asians, American Indians, and persons of other races together represent less than one percent of the City's total population. In 1980, persons of Spanish origin comprised only 48 percent of the City's population.

TABLE 4
CITY OF HOLTVILLE
RACE AND ETHNICITY - 1990

Race/Ethnicity	Number of Persons	% of Population
Hispanic	3,011	62.4%
White	1,761	36.5%
Asian/Pacific Islander	19	0.3%
American Indian	12	0.2%
Other	9	0.2%
Black	8	0.2%
Total	4,820	

Source: Department of Commerce, Bureau of the Census, 1990 Census Report.

B. HOUSEHOLD CHARACTERISTICS

The Bureau of the Census defines a household as all persons who occupy a housing unit, which may include families related through marriage or blood, or unrelated individuals living together, or individuals living alone. Persons living in retirement or convalescent homes, or dormitories, or other group living situations are not considered as households.

Planning needs of the City can be best analyzed by the statistics that indicate household size, trends, income, whether they are overcrowded, or under utilization of the household stock. Also, the number of large families and single persons can identify additional concerns.

According to the Census, Holtville had 1,422 households in 1990. Families represented the City's predominant household type (81 percent). Single-person households represented the second largest household group in Holtville, comprising over 16 percent of all households. Among these single-person households, approximately half of them were elderly households. Average household size was 3.35 persons per household in 1990, representing an increase from 1980 (3.28 persons per household).

Overcrowding

Overcrowding is an indicator of housing affordability. Unit overcrowding is caused by the combined effect of low earning and comparatively high housing cost in a community, and reflects the inability of households to buy or rent housing which provides reasonable privacy for their residents. The Census defines households as units with greater than 1.01 persons per room, excluding kitchens, bathrooms, hallways, and porches.

According to the 1990 Census, the incidence of overcrowding was severe in Holtville, with approximately 23 percent (328) of the City's households defined as overcrowded. Overcrowding in Holtville is a more severe problem among renter- than owner-households, with 32 percent of the City's renter-households being overcrowded compared to 17 percent of the owner-households. The Imperial Valley Housing Authority indicated that all 67 applicants on the City's waiting list for three-bedroom units at the City's public housing project are currently residing in overcrowded units.

Household Income

An important factor with respect to housing affordability is household income. While upper income households have more discretionary income to spend on housing, low and moderate income households are more limited in the range of housing they can afford.

According to the 1990 Census, Holtville's median household income in 1989 was $21,083. In comparison, median incomes of surrounding jurisdictions varied widely: Brawley $22,365, El Centro $25,147, and Calexico $18,635. Median income for Imperial County was $22,442 in 1989. The household income distribution in Holtville is illustrated in Table 5.

The Department of Housing and Urban Development (HUD) and the State Department of Housing and Community Development (HCD) have developed the following income categories and their definitions. HUD-established median income for Imperial County in 1989 was $25,500.

- Very Low Income - less than 50 percent of the HUD County Median Income (less than $12,750)
- Low Income - between 51 and 80 percent of the HUD County Median Income ($12,750 - $20,400)
- Moderate Income - between 81 and 120 percent of the HUD County Median Income ($20,400 - $30,600)
- Upper Income - greater than 120 percent of the HUD County Median Income (more than $30,600)

The City's 1989 income distribution can be divided into these four HUD income categories through interpolation, as presented in Table 6. As shown below, approximately half (47 percent) of the City's households earned very low to low incomes in 1989, another 18 percent earned moderate incomes and 35 percent earned high incomes. Compared to the County, Holtville had a lower proportion of very low income households, but a higher portion of the City's households earned low incomes.

TABLE 5
CITY OF HOLTVILLE
1989 HOUSEHOLD INCOME DISTRIBUTION

Household Income	No. of Households	% of City
Less than $10,000	239	16.8%
$10,000 - $14,999	236	16.6%
$15,000 - $24,999	345	24.2%
$25,000 - $34,999	176	12.4%
$35,000 - $49,999	202	14.2%
$50,000 - $74,999	135	9.5%
$75,000 - $99,999	44	3.1%
$100,000 - $149,999	19	1.4%
$150,000 or more	26	1.8%
Total	1,422	100.0%

Source: U.S. Department of Commerce, Bureau of the Census, 1990 Census.

TABLE 6
HOLTVILLE HOUSEHOLD INCOME DISTRIBUTION
HUD INCOME GROUPS

Income Category	Holtville		County	
	No. of Households	% of Total	No. of Households	% of Total
Very Low Income	369	26.0%	9,657	29.4%
Low Income	292	20.5%	5,285	16.1%
Moderate Income	257	18.1%	5,610	17.1%
High Income	504	35.4%	12,290	37.4%
Total	1,422		32,842	

Source: 1990 Census interpolated into HUD income categories.

Housing Affordability

State and Federal guidelines for housing affordability are based on an income-to-housing cost ratio of no greater than 30 percent. Housing "overpayment" is defined as households paying greater than 30 percent of their incomes towards housing costs, thereby leaving limited income for other necessities such as food, clothing, and health care. Upper income households are generally capable of paying a larger proportion of their income for housing; therefore, estimates of housing overpayment generally focus on lower income groups.

Distinguishing between renter and owner housing overpayment is important because, while homeowners may over-extend themselves financially to afford the option of home purchase, the owners always maintains the option of selling the home. Renters, on the other hand, are limited to the rental market and are generally required to pay the rent established in that market.

According to the 1990 Census, 17.5 percent of the City's owner-households overpaid for housing compared to 46.3 percent of the renter-households. Comparatively, 20.7 percent of the County's owner-households and 43.6 percent of the renter-households overpaid for housing in 1990.

Tenure was not a deciding factor for housing overpayment among the very low income households in Holtville. As shown in Table 7, the discrepancy of housing overpayment by tenure narrowed to only ten percent for very low income households, with over 56 percent of the owners and 66 percent of the renters overpaying for housing in 1990.

TABLE 7
CITY OF HOLTVILLE
HOUSING OVERPAYMENT BY TENURE AND HUD INCOME GROUPS

HUD Income Groups	Owner-Households		Renter-Households	
	Number	% of Owners	Number	% of Renters
Very Low Income	65	56.5%	155	66.4%
Low Income	56	38.4%	108	55.6%
Moderate Income	13	10.9%	9	10.1%
High Income	12	2.6%	4	4.8%
Total	146	17.5%	276	46.3%

Source: 1990 Census Data interpolated into HUD income groups

Special Needs Groups

Certain segments of the population may have more difficulties in finding decent, affordable housing due to special circumstances. The "special needs" groups include the elderly, disabled persons, large families, female-headed households, farmworkers, and the homeless. The housing needs of these groups are required under State law to be addressed in the Housing Element. Table 8 summarizes the special needs households (or persons) in Holtville.

Elderly: The special needs of many elderly households result from their limited, fixed incomes, physical disabilities and dependence needs. An estimated 465 elderly persons resided in Holtville in 1990, constituting about 9.6 percent of the City's population. In comparison, elderly persons comprised 10.2 percent of total population in Imperial County. More than one-fifth (22 percent) of the City's households were headed by elderly persons and more than 8 percent of the City's elderly persons were reported to live in poverty.

Holtville has one residential care facility for elderly persons. The Valley Inn is licensed for 192 beds. While 12 of the units in the FmHA Town and Country Apartments are currently occupied by elderly persons, the City has no subsidized housing project that is reserved specifically for lower income elderly residents. According to a market study prepared for Toro Development in 1993, there is an immediate need and demand for a minimum of 50 assisted rental units for elderly persons in the City. The study further specifies that 11 of the units should be renting at FmHA basic rent levels and 39 units should be further subsidized with FmHA or Section 8 rental assistance.

Large Households: Large households are identified in State housing law as a group with special housing needs based on the generally limited availability of adequately sized, affordable housing units. Large households are often of lower income, frequently resulting in the overcrowding of smaller dwelling units and in turn accelerating unit deterioration related to overuse of household spaces and utilities (showers, toilets), and general deterioration of the structure.

An estimated 348 Holtville households had five or more members in 1990, representing almost 25 percent of the City's total households. The substantial number of large family households is reflective of the City's large Hispanic origin population who tend to have larger and extended families. The only rental units with three or more bedrooms in the City are subsidized units with long waiting lists for occupancy. According to the Imperial Valley Housing Authority, all 67 applicants on the waiting list for three-bedroom units at the City's public housing project (Mesa Vista) are currently residing in overcrowded units. While the City has some for-sale units with three or more bedrooms, these units are usually priced at levels beyond the reach of the City's lower income large households.

Several Housing Element programs are focused on addressing the needs of large households. These include a policy for the development of units with three or

more bedrooms, rehabilitation assistance for room additions, and several new construction projects for large families (i.e. 128 townhomes, Campesinos).

Disabled: Physical handicaps can hinder access to housing units of conventional design as well as limit the ability of handicapped individuals to earn an adequate income. The proportion of handicapped/disabled individuals is increasing nationwide due to overall increased longevity and lower fatality rates. An estimated 422 Holtville residents had work disabilities and/or mobility/self-care limitations in 1990, comprising nine percent of the City's population.

Housing opportunities for the handicapped can be addressed through the provision of affordable, barrier-free housing.

Female-Headed Households: Single-parent households require special consideration and assistance because of their greater need for day care, health care, and other facilities. Female-headed households with children in particular tend to have lower incomes, thus limiting housing availability for this group. In 1990, Holtville had an estimated 193 female-headed households, 121 (63 percent) with children under 18 years of age. Of these female-headed households with children, almost 50 percent were reported to live in poverty.

An issue affecting all family households, especially those headed by females, is finding quality, affordable childcare. Many households find this a severe constraint, and in the case of single-parent household, the parent becomes unable to work. As a result, the parent can not provide basic necessities, such as food and housing to their children.

To address the housing affordability needs of Holtville's female-headed households, the Housing Element provides for continued use of existing affordability programs, such as rent subsidies.

Farmworkers: The special housing needs of many agricultural workers stem from their low wages and the insecure nature of their employment. Estimates of the "farmworker" population in the City are extrapolated from individuals who categorize their employment as "Agriculture, Forestry, and Fisheries" in the 1990 Census. This category also includes people who work in such non-agricultural fields as veterinary services, landscape and horticultural, forestry, agricultural services, fishing, hunting, and trapping. Based on this grouping, the 1990 Census estimated that 348 Holtville residents were employed by the agriculture, forestry, and fishery industries, representing over 20 percent of the City's labor force. The Census estimate, however, did not include migrant workers who commute from Mexico. The Housing Needs Assessment prepared by the Imperial County Housing Authority in 1991 estimated that over 27 percent of the employed persons in Holtville had jobs in agriculture; over 68 percent of them work directly in the fields.

At present, the only designated farm labor housing in the City are self-help single-family units developed through Campesinos Unidos. Full time farm

laborers are eligible for Housing Authority and Farmers Home Administration units. Some of the farm laborers have also been assisted through other housing assistance programs, such as Section 8. However, many farm workers live in overcrowded, substandard units scattered across the City. Many farm workers are not eligible for residency in the existing Farmers Home Administration units since they are not employed year-round. Overall housing affordability and rehabilitation programs contained in the Housing Element address the needs of farmworkers.

Homeless: Throughout the country, homelessness has become an increasingly reported problem. Factors contributing to the rise in homelessness include the general lack of housing affordable to low and very low income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidies to the poor, and the de-institutionalization of the mentally ill.

The 1990 Census reported no homeless persons in Holtville. However, discussions with the Police Department indicated that there are usually three to four homeless persons residing in the County-owned Earl Walker Park immediately outside of the City. They are usually referred to social service agencies in the City of El Centro.

The Assembly of God church in Holtville also meets the emergency needs of individuals and families in the community through provision of food and emergency overnight shelter.

The Salvation Army in El Centro operates the Hospitality House, an emergency shelter with a capacity to accommodate 45 persons. A homeless person may stay in this facility for up to five days. The Salvation Army also serves lunch to an average of 30 homeless persons at noon daily. Emergency food and clothing vouchers are also provided on an as-needed basis.

The Catholic Charities in El Centro operates two shelters - House of Hope and Our Lady of Guadelupe. House of Hope is a 24-hour shelter for with 25 beds, but may accommodate up to 50 persons with cots and mattresses. Usually, the duration of stay is 30 days but may be extended to 45 days if the person has pending AFDC or employment. Our Lady of Guadelupe is a nighttime-only shelter for men with 40 beds, but may accommodate additional persons if cots and mattresses are used. Residents are provided with dinner and breakfast. This facility also serves lunch to other homeless persons daily.

In addition to these two shelters, the Catholic Charities administers a motel voucher program funded by FEMA. The agency anticipates receiving a second allocation of funds from FEMA in May, 1994. Catholic Charities also provides homeless persons with transportation to San Diego, Yuma, and Indio. This program is operated with private donations and is currently out of funds.

TABLE 8
SUMMARY OF SPECIAL NEEDS GROUPS - 1990

Needs Group	No. of Households/ Persons	% of Total
Elderly Persons	465	9.6%
Elderly Households	311	21.9%
Large Families	348	24.5%
Disabled Persons	422	8.8%
Female-Headed Households	193	13.6%
With Children	121	8.5%
Farmworkers	266	5.5%
Homeless Persons[(a)]	3-4	

Source: U.S. Department of Commerce, Bureau of the Census, 1990.

(a) Holtville Police Department.

C. HOUSING MARKET CHARACTERISTICS

A housing unit is defined as a house, apartment, or single room, occupied as a separate living quarters or, if vacant, intended for occupancy as a separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of the building or through a common hall. A community's housing stock is the compilation of all its housing units.

Housing Growth

The City of Holtville's housing market is part of the overall County housing market. It can also be considered as an extension of the housing market for the cities of El Centro and Calexico. In 1980, there were approximately 1,425 housing units in Holtville. Between 1980 and 1990, the City's housing stock grew by less than four percent to 1,477 units. This rate of growth lagged significantly behind the County's 18 percent growth. Since July 1989 however, residential construction has risen in Holtville. Between July 1989 and February 1994, 145 units had been constructed, representing an almost ten percent increase in the City's housing stock. With the completion of two State prison facilities, and anticipated effects of NAFTA and new port of entry, housing demand in Holtville is expected to continue to increase.

Housing Type and Tenure

Single-family homes comprise approximately 67 percent of the housing stock and multi-family units comprise approximately 21 percent. The City also has several older mobilehome parks with a total of 183 mobile homes. According to the 1990 Census, 828 of the City's housing units were owner-occupied and 594 units were renter-occupied. Overall vacancy rate in the City had declined from 6.6 percent in 1980 to 3.7 percent in 1990, reflecting a tight housing market in the City.

According to the Census, approximately two-thirds (66 percent) of the City's occupied housing units in 1980 were occupied by owners. In 1990, the proportion of owner-occupied housing units dropped to 58 percent.

Age and Condition of Housing Stock

The City's housing stock has a broad age range, spanning from units built at the turn of the century to units built in recent years. The accepted standard for major rehabilitation needs is after 30 years. As shown in Table 9, approximately half (732 units) of Holtville's 1990 housing stock was over 30 years old, with an additional 17 percent (253 units) reaching 30 years of age during the 1990s. The age of the City's housing stock indicates the potential need for rehabilitation and continued maintenance of a significant portion of the housing.

Holtville conducted a housing condition survey on April 8, 1993 for the purposes of the CDBG Housing Rehabilitation Program Application. For the survey, the City identified a geographic target area based on areas of known housing deterioration, covering 962 units in three Census block groups (Tract 109, Block Groups 3, 4, and 5). Housing units outside the identified target area are generally in sound condition and for purposes of the Housing Element are not assumed to be substandard. A sample of 205 units (21 percent) in the target area were surveyed and classified as shown in Table 10. Interpolating the survey results to the entire target area, Holtville estimates that approximately 65.4 percent (629 units) of the 962 housing units in the target area are in substandard condition. Of these, 19 units require replacement.

In 1991, the Imperial Valley Housing Authority conducted a housing condition survey of multi-family units in the City of Holtville. The geographic area surveyed by the Housing Authority approximated the survey conducted by the City in 1993. The Housing Authority survey concluded that 18 multi-family units in the City were dilapidated, 10 units required substantial repair, 18 units needed maintenance/moderate repair, 20 units required minor repair, and 164 units were in good condition.

TABLE 9
CITY OF HOLTVILLE
AGE OF HOUSING STOCK - 1990

Year Structure Built	No. of Units	Percent of Total
1939 or earlier	159	10.8%
1940-1949	202	13.7%
1950-1959	371	25.1%
1960-1969	253	17.1%
1970-1979	298	20.2%
1980-March 1990	194	13.1%
Total	1,477	

Source: U.S. Department of Commerce, Bureau of the Census, 1990 Census Report.

TABLE 10
CITY OF HOLTVILLE
HOUSING CONDITIONS

Housing Condition	Surveyed Units (1)	% of Surveyed Units (1)	Total Target Area Units (1)	Citywide Units (2)
Sound Condition	71	34.9%	336	848
Substandard Condition				
Needing Minor Repair	49	23.9%	230	230
Needing Moderate Repair	60	29.3%	282	282
Needing Substantial Repair	21	10.2%	98	98
Dilapidated, Needing Replacement	4	2.0%	19	19
Total Substandard	(134)	(65.4%)	(629)	(692)
Total	205		962	1,477

Sources:
(1) City of Holtville Housing Condition Survey, conducted April 8, 1993.

Cost of Housing

Ownership Housing: To some extent, Holtville functions as a bedroom community for El Centro and Brawley, where housing prices are generally higher than those in Holtville. According to the 1990 Census, the median value for ownership housing in Holtville was $69,200, compared to $73,200 in Brawley, $79,100 in El Centro, $72,800 in Calexico, and $72,500 Countywide.

According to the Housing Needs Assessment prepared for the City by the Imperial Valley Housing Authority, existing single-family homes were selling from $65,000 to $75,000 in 1991. Due to the opening of two state prison facilities and increased economic development in the region, demand for housing in Holtville has risen in recent years. These impacts, combined with the diminishing residential land inventory within the Holtville City limits, have led to increases in housing costs. The newly developed Lewis Homes were reported to sell from $97,950 for one-story units to $110,000-$115,000 for two-story units.

Housing affordability is income dependent. Table 11 compares Holtville's 1990 household income distribution and affordable monthly housing costs to housing prices affordable to these income groups. Housing affordability is based upon HUD's 30 percent income standard. According to the following table, approximately one-third of the City's households cannot afford a home in Holtville even at the lower end of the price range.

TABLE 11
CITY OF HOLTVILLE
HOUSING AFFORDABILITY:1990

Income Group	No. of Households	% of Total	Affordable Monthly Housing Cost (a)	Affordable Housing Price (b)
< $ 5,000	43	3.0%	< $ 125	< $ 21,720
$ 5,000 - $ 9,999	196	13.8%	$ 125 - $ 250	$ 21,720 - $ 43,440
$ 10,000 - $14,999	236	16.6%	$ 250 - $ 375	$ 43,440 - $ 65,161
$ 15,000 - $24,999	345	24.2%	$ 375 - $ 625	$ 65,161 - $108,601
$ 25,000 - $34,999	176	12.4%	$ 625 - $ 875	$108,601 - $152,041
$ 35,000 - $49,999	202	14.2%	$ 875 - $1,250	$152,041 - $217,202
$ 50,000 - $74,999	135	9.5%	$1,250 - $1,850	$217,202 - $321,459
$ 75,000 - $99,000	44	3.1%	$1,850 - $2,500	$321,459 - $434,404
$100,000 +	45	3.1%	$2,500 +	$434,404 +

Source: U.S. Department of Commerce, Bureau of the Census, 1990 Census.

Notes:

(a) Affordability based upon HUD, 30% income standard.

(b) Affordable housing price based upon 20% downpayment, 8.0% interest rate, 30-year fixed mortgage, and a 2 point fee (2% of the mortgage loan) to be paid up front.

Rental Housing: A market study prepared for Toro Development in December 1993 surveyed nine multi-family rental projects (159 units) in Holtville. The study indicated that the average market rent was $313 for one-bedroom units and $350 for two-bedroom units. The only three-bedroom rental units in the City are subsidized units with long waiting lists for occupancy. According to Imperial Valley Housing Authority, the basic rent for these three-bedroom units is $375 while fair market rent for three bedroom units in this area can command approximately $655.

According to the HUD-established 1993 income guidelines, median income for the County is $27,700. Thus, a household identified as Very Low Income could earn up to $13,850 annually, whereas a Low Income household could earn up to $22,160. Based on the guideline that households should not spend more than 30 percent of their gross incomes on housing, a Low Income household can afford to pay up to $346 in monthly housing costs (including utilities), whereas a Low Income household can afford to pay up to $554 monthly. Based on the average rental rates in the City, a Very Low Income household may not be able to afford even a two-bedroom unit.

Holtville has a tight rental market. The market study reported only three vacant units, all located in the FmHA Chestnut Village Apartments. These vacant units were to be filled from the project's five-month long waiting list. Weekly classified advertisements from November 18, 1993 to January 27, 1994 were reviewed for the availability of rentals. During that ten-week period, only four units were listed for rent. Three of the units were single-family homes and all were small units with only two-bedrooms.

The waiting list for the 30-unit Holtville Public Housing Project (Mesa Vista) currently has 121 applicants. Among the applicants, ten (8%) are waiting for one-bedroom units, 44 (37%) for two-bedroom units, and 67 (55%) for three-bedroom units. Thus, with regard to rental housing in Holtville, availability of units, especially of large units, appears to be as serious a concern as affordability.

D. ASSISTED HOUSING AT RISK OF CONVERSION

State law requires the City to identify, analyze and propose programs to preserve housing units that are currently deed-restricted to low income housing use and will possibly be lost as low-income housing as these deed restrictions expire. This section identifies those units in Holtville, analyzes their potential to convert to non-low income housing uses and analyzes the costs to preserve and/or replace those units. Goals, policies and programs to preserve these units are presented later in this Housing Element.

Consistent with State requirements, the assisted housing analysis includes the following components:

- An inventory of restricted low income housing projects in the City and their potential for conversion;
- An analysis of the costs of preserving and/or replacing the units "at risk" and a comparison of these costs;
- An analysis of the organizational and financial resources available for preserving and/or replacing the units "at risk";
- Quantified objectives for the number of "at risk" units to be preserved; and
- Programs for preserving the "at risk" units.

Inventory of Assisted Housing

This section identifies all of the low income rental housing units in the City of Holtville that are at risk of converting to market rate housing uses during two five-year periods - July 1, 1989 to June 30, 1994, and July 1, 1994 to June 30, 1999.

The inventory of assisted units included a review of all multi-family rental units assisted under federal, state and/or local programs, including HUD programs, state and local bond programs, redevelopment programs, and local in-lieu fees, inclusionary, density bonus, or direct assistance programs. The inventory also covers all units that are eligible to change to non-low income housing units due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions. The inventory was compiled by discussions with City staff, Farmers Home Administration (FmHA) staff, and review of "Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion" (California Housing Partnership Corporation), and "The Use of Housing Revenue Bond Proceeds - 1990," (California Debt Advisory Commission).

There are three publicly assisted housing projects in the City of Holtville - the 30-unit Mesa Vista, 42-unit the Town and Country Apartments, and 40-unit Chestnut Village Apartments. Mesa Vista is a public housing project owned and operated by the Imperial Valley Housing Authority and thus, is not at risk of converting to market rate housing. The Town and Country Apartments and Chestnut Village Apartments are assisted under the Farmers Home Administration (FmHA) Section 515 Rental Housing Program. Rental assistance is also provided to 29 units in the Town and Country Apartments and three units in Chestnut Village through FmHA. The conversion potential of these two FmHA projects is discussed below.

Conversion Potential

The mortgage loan for the Town and Country Apartments was issued in 1975 and the loan for Chestnut Village Apartments was issued in 1986. Both loans have a loan term of fifty years.

According to FmHA regulations, projects with FmHA loans issued prior to 1979 are eligible to prepay their mortgage loans and opt out of the low-income use restrictions. FmHA loans issued between 1979 and 1989 are not prepayment-eligible but may submit a Request for Prepayment to determine the owners' eligibility for additional incentives in the form of an equity loan and/or rental assistance. Loans issued after 1989 are not eligible to prepay or receive additional incentives through the Request for Prepayment process.

The loan for the Town and Country Apartments was initiated in 1975 and is subject to a twenty-year prepayment restrictive use provision. Pursuant to FmHA regulations, the Town and Country Apartments is the only FmHA project in Holtville that is eligible to prepay, and prepayment can occur within the second five-year period (July 1, 1994 to June 30, 1999) covered by this analysis.

To apply for prepayment, the owner of the Town and Country Apartments must submit a Request for Prepayment to FmHA to determine the owner's ability to prepay the loan. If FmHA determines that the owner possesses the financial ability to prepay, the owner will be offered additional incentives such as an equity loan and/or rental assistance. In return, the owner must agree to maintain the project for low-income uses for the term of the loan (50 years). If the offer of incentives is rejected by the project owner, FmHA regulations require the owner to first offer the project for sale to a qualified non-profit or a public entity. If no qualified non-profit or public agency is interested, then the project owner may prepay the loan and opt out of the low-income use restrictions.

Cost Analysis

This section analyzes and compares the costs of acquiring the "at risk" project versus the cost of building replacement units should the project convert and be lost as low income housing. The cost estimates used in this analysis were derived from conversations with local agencies and developers. These figures represent only rough, order of magnitude estimates.

Preservation Cost: This analysis estimates the costs involved in transferring the ownership of these projects to non-profit or public agencies. According to the Imperial County Assessor's Office, the current assessed value for the Town and Country Apartments is $618,040. Assessed value for a piece of property is established for tax purposes. Re-assessment of property value occurs only when there is a transfer of ownership; otherwise, inflation on the assessed value is capped at an annual rate of two percent. Therefore, a property's assessed value is usually lower than its current market value. However, with the absence of

current market value information on this project, current assessed value is used as a point of reference.

Replacement Cost: This section analyzes the cost of constructing new low income housing units to replace the Town and Country Apartments should it convert to market rate housing. According to information provided by a developer with local experience, development of a project similar to the Town and Country Apartments would cost approximately $2,314,200, including land cost. This estimate is based on a total per unit cost of $49,000 for a one-bedroom unit and $53,200 for a two-bedroom unit. There are 16 one-bedroom units and 26 two-bedroom units in the Town and Country Apartments.

Cost Comparison: As presented above, the cost of constructing new units to replace the at-risk units are substantially higher than preserving the affordability of these units through a transfer of ownership to a non-profit organization. The programs section of the Housing Element sets forth organizational and financial resources available for preserving at-risk units, as well as programs for preservation.

III. SUMMARY OF HOUSING NEED

Assuring the availability of adequate housing for all social and economic segments of Holtville's present and future population is a primary goal of the City. To implement this policy, the City must target its programs and monetary assistance toward those households with the greatest need. This is a summary of the major housing need categories in terms of income groups as defined by Federal and State law. The City recognizes the special status of very low and lower income households, which in many cases are also farmworker, elderly, single-parent, and large family households. City housing programs focus on these households. As summarized in Table 12, the groups most in need of housing assistance in the near future include the following:

(1) *New Residents:* The City of Holtville has an identified future housing need of 84 new units between July 1989 and June 1996, translating to an additional 281 residents (3.35 persons per household). At least 27 units (32 percent) of these units should be targeted toward lower income households.

(2) *Units in Need of Repair:* The City's 1993 housing condition survey identified a total of 629 units in substandard condition, including: 230 units needing minor repair; 282 units needing moderate repair; 98 units needing substantial repair; and 19 units needing replacement. In the interest of health and safety, these units should be improved or removed.

(3) *Overpaying Households:* Sales and rental rates for housing units in Holtville are at such levels that approximately 121 lower income owner-households and 263 lower income renter-households are paying more than 30 percent of their gross incomes on housing. Certain households in Holtville may have more difficulty in finding decent, affordable housing, such as lower income renters, farmworkers, and large families.

These specific areas - expected growth, substandard housing, overpayment for housing and households with special needs - are areas in which the City can target its efforts toward realizing its goal for the provision of adequate housing.

TABLE 12
CITY OF HOLTVILLE
EXISTING AND PROJECTED HOUSING NEEDS

Lower Income Overpaying Households (a)		**Special Needs Households/Persons** (a)	
Total	384	Elderly (Households)	311
Renter	263	Large Family (Households)	348
Owner	121	Disabled (Persons)	422
		Female Headed w/Children	197
		Farmworker (Persons)	266
		Homeless (Persons) (c)	3-4
Units in Need of Repair (b)		**Household Growth July 1989 - June 1996** (d)	
Total			
Sound	848		
Substandard		Total	
Needing Minor Repair	230	Very Low Income	12
Needing Moderate Repair	282	Low Income	15
Needing Substantial Repair	98	Moderate Income	17
Dilapidated, Needing Replacement	19	Upper Income	40

Source: (a) U.S. Department of Commerce, Bureau of the Census, 1990 Census Report.
(b) City of Holtville, Housing Condition Survey, December 1993.
(c) Holtville Police Department, February 1994.
(d) Regional Housing Needs Assessment by SCAG, 1988.

Note: Special needs figures cannot be totaled because categories overlap and are not exclusive of one another.

IV. CONSTRAINTS ON HOUSING PRODUCTION

A variety of factors add to the cost of housing in Holtville and constrain the provision of affordable units. These include market, governmental, and infrastructure constraints.

A. MARKET CONSTRAINTS

The high costs of renting or buying housing relative to incomes of the residents is the primary ongoing constraint to providing adequate housing in the City of Holtville. High construction costs, labor costs, land costs, and market financing constraints are all contributing to decreases in the availability of affordable housing.

Construction Costs

The single largest cost associated with building a new house is the cost of building materials, comprising between 40 to 50 percent of the sales price of a home. According to the Construction Industry Research Board, overall construction costs rose over 30 percent during the past decade, with rising energy costs a significant contributor. Construction costs for wood frame, single-family homes of average to good quality range from $45 to $60 per square foot. Custom homes and units with extra amenities run substantially higher. Costs for wood frame, multi-family construction average around $42 per square foot, exclusive of parking. Construction of subterranean parking commands a much higher cost than surface parking, although most residential parking in Holtville is and will continue to be in above-ground parking lots.

Lower housing costs can be achieved with the following factors: a) reduction in amenities and quality of building materials (above a minimum acceptability for health, safety, and adequate performance); b) availability of skilled construction crews who will work for less than union wages; and c) use of manufactured housing (including both mobile home and modular housing). An additional factor related to construction costs is the number of units built at the same time. As the number of units developed increases, construction costs over the entire development are generally reduced based on economies of scale. This reduction in costs is of particular benefit when density bonuses are utilized for the provision of affordable housing.

Land Cost

The current City limits of Holtville is approaching buildout with only a few residentially zoned vacant properties remaining. However, the City will continue to annex land into its jurisdiction as services are extended to serve future development. Information provided by local developers indicated that one low-density residential property located immediately outside the City limits was priced

B. GOVERNMENTAL CONSTRAINTS

Housing affordability is affected by factors in both the private and public sectors. Actions by the City can have an impact on the price and availability of housing in the City. Land use controls, site improvement requirements, building codes, fees and other local programs intended to improve the overall quality of housing may have the unintended consequence of serving as a constraint to housing development.

Land Use Controls

The Land Use Element of the General Plan and corresponding zoning provide for a full range of residential types and densities throughout the City. Residential categories in Holtville include the following:

- Single-Family (R-1) - 4 units/acre
- Two-Family (R-2) - 8 units/acre
- Multi-Family (R-3) - 20 units/acre
- Mobile Home Park (R-4) - 8.7 units/acre

The City completely revised its General Plan in 1991. The revised General Plan projects the growth of the City to the Year 2010 and designates substantial acreage for development of all types of housing. Thus, Holtville's land use controls are not considered a constraint for residential development. The City Council also encourages developers to provide housing for all income levels.

In addition, the City is considering establishment of a policy to annex additional developable land to the City for future development. Specifically, the annexation of the Barbara Worth Country Club and the intervening agricultural land has been proposed for the first phase of annexation. The intervening agricultural land is proposed in the City's General Plan for conversion to residential and commercial uses. However, the City does not anticipate any major annexation activities to take place during this Housing Element period.

The City has not adopted a second unit ordinance. Development of a second unit on residentially zoned land will be permitted subject to the following minimum State requirements:

- The unit is not intended for sale and may be rented.
- The lot contains an existing single-family dwelling.
- The floor area of an attached unit shall not exceed 30 percent of the existing living area.
- The floor area of a detached unit shall not exceed 1,200 square feet.
- Any construction shall conform to height, setback, lot coverage, architectural review, site plan review, fees, charges, and other zoning requirements generally applicable to residential construction in the zone in which the property is located.

Fees and Improvements

Holtville charges various fees and assessments to cover the cost of processing permits and providing certain services and facilities. Table 13 summarizes the City's fee requirements for residential development. This fee schedule is considerably lower than those of the surrounding communities such as El Centro and Brawley and cannot be considered excessive.

TABLE 13
CITY OF HOLTVILLE
PLANNING AND DEVELOPMENT FEES

PLANNING FEES	
Zone Change	$500 plus $5/acre
General Plan Amendment	$750
Variance	$300
Conditional Use Permit	$250
Environmental Assessment	$300
Site Plan Review and Plan Check	$300
Certificate of Compliance	$150
Lot Line Adjustment	$ 75
Zoning Ordinance Interpretation	$ 25
Extension of Tentative Map	$250
Tentative Tract Map Review	A deposit of $500, plus $100/lot for the first 20 lots, plus $50/lot for the next 80 lots, plus $25/lot for all remaining lots
Tentative Parcel Map Review	A deposit of $750, plus $100/lot
Annexation	$500/acre
DEVELOPMENT FEES	
Water Connection	$1,000
Water Installation	$1,000 - $6,000
Sewer Connection	$1,000
Sewer Installation	Actual Cost of Materials & Labor

Source: City of Holtville, November 1993.

Building and Zoning Codes

The City of Holtville has adopted the Uniform Building Code. This code is considered to be the minimum necessary to protect the public health, safety, and welfare.

The City's zoning ordinance has established the residential standards shown in Table 14. These development requirements are considered standard and reasonable and do not unduly constrain development. The City also requires 1.5 parking spaces for studio units or units with one bedroom, 1.75 spaces for units with two bedrooms, and 2 spaces for units with three or more bedrooms. The City's Planning Commission will continue to provide flexibility to allow reduction in parking requirements or reduced parking space dimensions to facilitate affordable housing.

TABLE 14
CITY OF HOLTVILLE
RESIDENTIAL DEVELOPMENT STANDARDS

Zone	Front Setback	Side Setback	Rear Setback	Lot Coverage
R-1	20'	5' on each side; on lots without an alley, one side shall not be less than 10'	20'	50%
R-2	20'	5' on each side; on lots without an alley, one side shall not be less than 10'	20'	50%
R-3	20'	10'	20'	40%
R-4	3'	3'	3'	—

Source: City of Holtville Zoning Ordinance.

Local Processing and Permit Procedures

The evaluation and review process required by City procedures contributes to the cost of housing in that holding costs incurred by developers are ultimately manifested in the unit's selling price.

For the City of Holtville, Planning Commission review is required for large residential projects, and all projects within commercial and industrial zones. Single-family lot development can typically be processed in one to two months. There is usually no backlog of applications.

C. INFRASTRUCTURE AND ENVIRONMENTAL CONSTRAINTS

Another factor adding to the cost of new construction is the cost of providing adequate infrastructure -- major and local streets; curbs, gutters, and sidewalks; water and sewer lines; and street lighting -- which is required to be built or installed in new development. In most cases, these improvements are dedicated to the City, which is then responsible for their maintenance. The cost of these facilities is borne by developers, added to the cost of new housing units, and eventually passed on to the homebuyer or property owner.

Sewer and water capacities are more than adequate to serve the level of development permitted under the City's General Plan and Zoning. Currently, the City is operating at approximately 50 percent of its water capacity and 65 percent of its sewer capacity. The City has also recently upgraded its water treatment plant. However, some of the City's water and sewer lines are aging and in need of replacement. Increased finished water storage and a new storage tank are also needed.

V. HOUSING OPPORTUNITIES

This section of the Housing Element evaluates residential development which has occurred to date during the current Housing Element cycle (July 1989 - February 1994) and potential residential development which could occur through the end of this cycle (June 1996). A comparison of this existing and potential residential growth with the City's share of regional housing needs is also provided.

A. RESIDENTIAL DEVELOPMENT SINCE JULY, 1989

State law requires jurisdictions to provide for their share of regional housing needs. As part of the Regional Housing Needs Assessment (RHNA), the Southern California Association of Governments (SCAG) determines the five-year housing growth needs by income category for cities within its jurisdiction, which includes the City of Holtville. Due to a suspension in State funding, SCAG will not be developing the new 1994-1999 RHNA until sometime in 1994. Thus, the State Department of Housing and Community Development (HCD) has extended the current SCAG cycle (July 1, 1989 to June 30, 1994) for two additional years to cover the period through June 30, 1996.

Since the City of Holtville is revising its Housing Element during the middle of the 1989-1996 SCAG cycle, residential development that has taken place since July 1989 should be accounted for. Between July 1989 and February 1994, a total of 148 units have been constructed in the City, including 100 single-family units in the Lewis Homes Project, 45 scattered site homes constructed under the Self-Help program operated by Campesinos Unidos, and a three-unit rental project. Figure 1 identifies the locations of housing units built since July 1989.

B. AVAILABILITY OF SITES FOR HOUSING

Within the City's current corporate limits, vacant land remaining for future residential development is limited. As a means of determining future residential growth, aerial photographs have been reviewed to identify vacant sites and compared with the City's zoning map for permitted uses. Table 15 quantifies the number and type of units which can be constructed based on the zoning designations of the vacant properties or on specific project proposals and Figure 2 identifies the locations of the vacant sites.

The largest vacant residential property remaining in Holtville is ten acres and is located at the southeast corner of the City (south of Highway 80 and east of Grape Avenue). The property is currently zoned Multi-Family (R-3). A proposal to construct 128 townhomes on this site (80 three-bedroom units and 48 four-bedroom units) is currently pending.

Another major vacant residential property (4.4 acres) is located in the southern portion of the City, immediately to the south of Third Street and west of the City limits. This property is currently zoned for Mobile Home Park (R-4), and is proposed to be rezoned to Single-Family (R-1) for a manufactured home subdivision. Based on the permitted density of development (4 units per acre) under the R-1 category, this site can accommodate approximately 18 manufactured homes. Currently, there are two single-family units on the site which may be removed, yielding a net increase of 16 units for the site.

The third major vacant residential property (2.5 acres) is located in the northern section of the City, bounded by Tenth Street to the north, Fern Avenue to the east, Ninth Street to the south, and Holt Avenue to the west. The property has a zoning designation of Multi-Family (R-3). The property owner has commissioned a market study which supports the development of rental housing for seniors, and has secured FmHA Section 515 financing for development of a 35-unit very low income senior project. The City Council has approved the project, and is providing assistance through the Redevelopment set-aside fund for on- and off-site infrastructure improvements.

As illustrated in Figure 2, there are also several scattered vacant sites zoned for various residential uses. Combined, these scattered sites provide a development potential of approximately 66 units: 26 single-family units, 24 duplexes, and 16 multi-family units. The City will continue to work with Campesinos Unidos to facilitate the development of affordable homeownership opportunities for low and very low income households.

Based on the vacant site inventory, combined with knowledge of specific projects proposed, an additional 247 units can be developed within the current City limits, including 44 single-family homes, 24 duplexes, and 179 multi-family units (inclusive of 128 townhomes). Furthermore, annexation of surrounding properties will continue to provide for future residential growth. The City currently provides water and sewer services to some residential properties lying immediately outside of the City's corporate limits. The City is considering establishment of a policy to annex future residential projects as a condition of providing City services.

C. RESIDENTIAL DEVELOPMENT POTENTIAL COMPARED WITH HOLTVILLE'S REGIONAL HOUSING NEEDS

The City's share of regional housing needs as identified by SCAG are 84 units (12 very low income, 15 low income, 17 moderate income, and 40 upper income) for the period covering July 1, 1989 through June 30, 1996. Based on the HUD-established 1993 County Median Income (MI) of $27,700 for Imperial County, the income limits for these four income categories are as follows:

- Very Low Income (50% or less than MI) - $13,850
- Low Income (51 - 80% of MI) - $13,850 to $22,160
- Moderate Income (81 - 120% of MI) - $22,160 to $33,240
- High Income (more than 120% of MI) - $33,240 +

Table 11 (Housing Affordability) compares affordable housing costs with the City's income distribution and can be used to assess the affordability of housing projects in the City. Sales prices in the Lewis Homes project ranged from $97,950 to $115,000 per unit. Based on the affordable housing cost ranges shown in Table 11, the 100 units in the Lewis Homes project are affordable to moderate income households.

The 45 scattered site units built under the Campesinos Unidos Self-Help Program are available only to very low to low income households. Campesinos representatives indicated that the general income distribution of households occupying the self-help units is 40 percent very low income and 60 percent low income. Based on this income distribution, approximately 18 of the 45 Campesinos units built since July 1989 may be occupied by very low income households and 27 units by low income households.

As previously discussed, the average monthly rent for a two-bedroom unit in Holtville is $350. Given this rental rate, the three rental units developed in the City since July 1989 should be affordable to the City's lower income households.

Thus, Holtville has more than fulfilled its regional housing need for 84 units with residential construction that has taken place since July 1, 1989. And more importantly, the City has also accomplished the provision of housing affordable to very low and low income households in excess of its stated regional requirement by approximately 6 very low income units, 15 low income units, and 83 moderate income units.

Furthermore, proposed new housing projects in the City will provide additional affordable housing opportunities for homeowners and renters. The 128 new townhomes should be selling at prices comparable to those in the Lewis Homes project; these units will be affordable to the City's moderate income households. The 18 manufactured homes will potentially sell from $85,000 to $90,000 as estimated by the interested developer. This price range will be affordable to a portion of the City's low income households (refer to Table 11). The 35-unit senior rental project will be financed under the FmHA Section 515 Rental Housing Program. Combined with long-term financing and rental assistance, these units will be affordable to very low income senior residents.

TABLE 15
CITY OF HOLTVILLE
RESIDENTIAL SITE INVENTORY
7/89 - 6/96

Zoning Category	Permitted Density	Units Since 7/89	Vacant Land (Acres)	Potential Units	Total Units
Single-Family (R-1)	4 dus/ac	137 dus	6.5	26 dus	163
Two-Family (R-2)	8 dus/ac	8 dus	3.1	24 dus	32
Multi-Family (R-3)[(a)]	20 dus/ac	3 dus	13.7	179 dus	182
Mobile Home Park (R-4)[(b)]	8.7 dus/ac	---	4.4	18 dus	18
Total		148 dus	27.7	247 dus	395

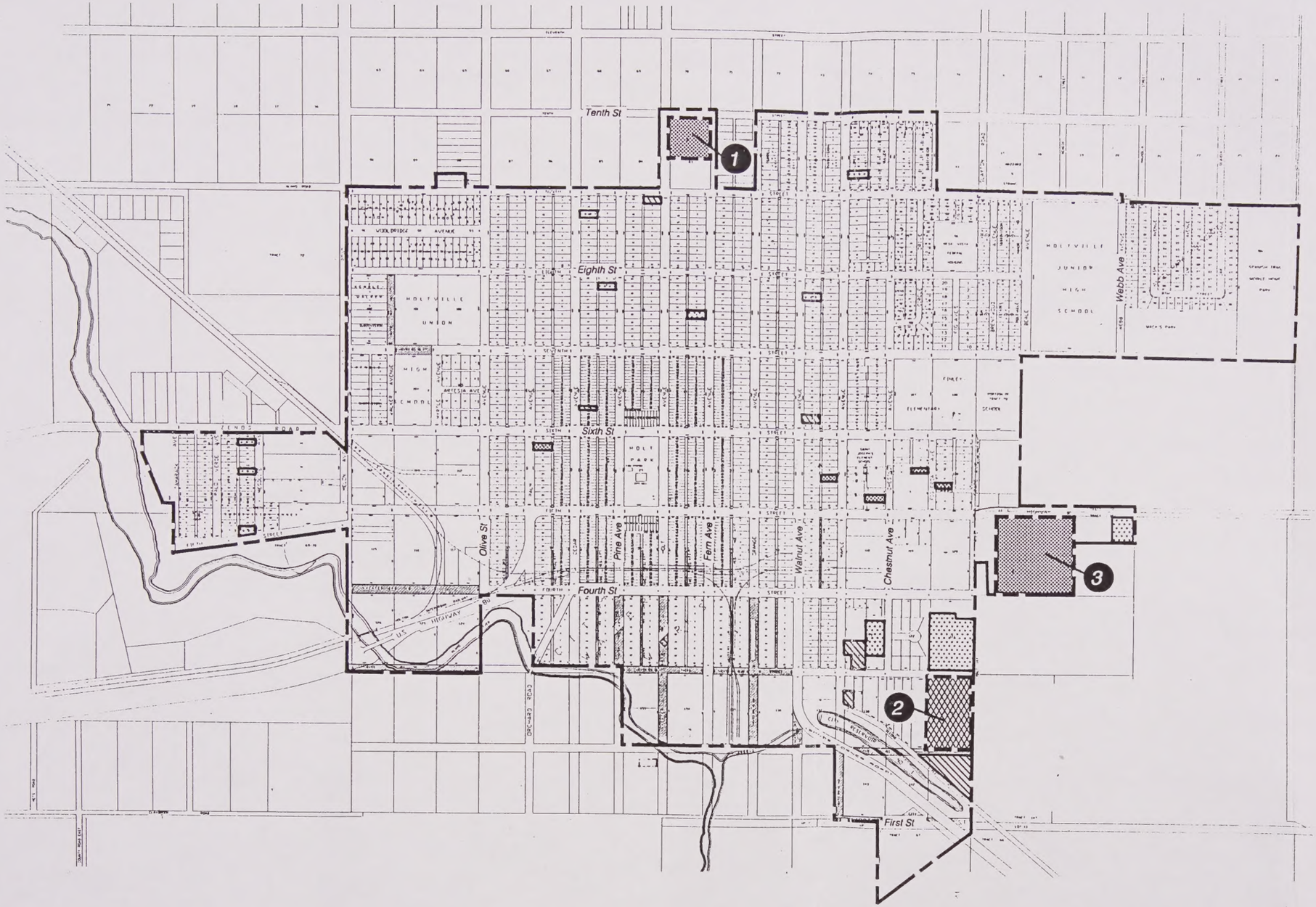
dus = dwelling units; ac = acre
Source: City of Holtville

(a) Development potential under this category includes two properties with an R-3 zoning designation that have been proposed for residential development. One property, approximately 10 acres in size, has been proposed for the development of 128 townhomes. The other property of approximately 2.5 acres has been proposed for the development of 35 FmHA rental units for seniors.

(b) A 4.4-acre site currently designated as R-4 is proposed for a manufactured home subdivision and will be rezoned to R-1. Development potential of this site (18 units) is estimated with the permitted density under the R-1 category (4 units per acre). Currently, there are two single-family units on site, which may have to be removed to make room for new development.

City of
Holtville
Housing Element

Figure 2
Housing Opportunity Areas

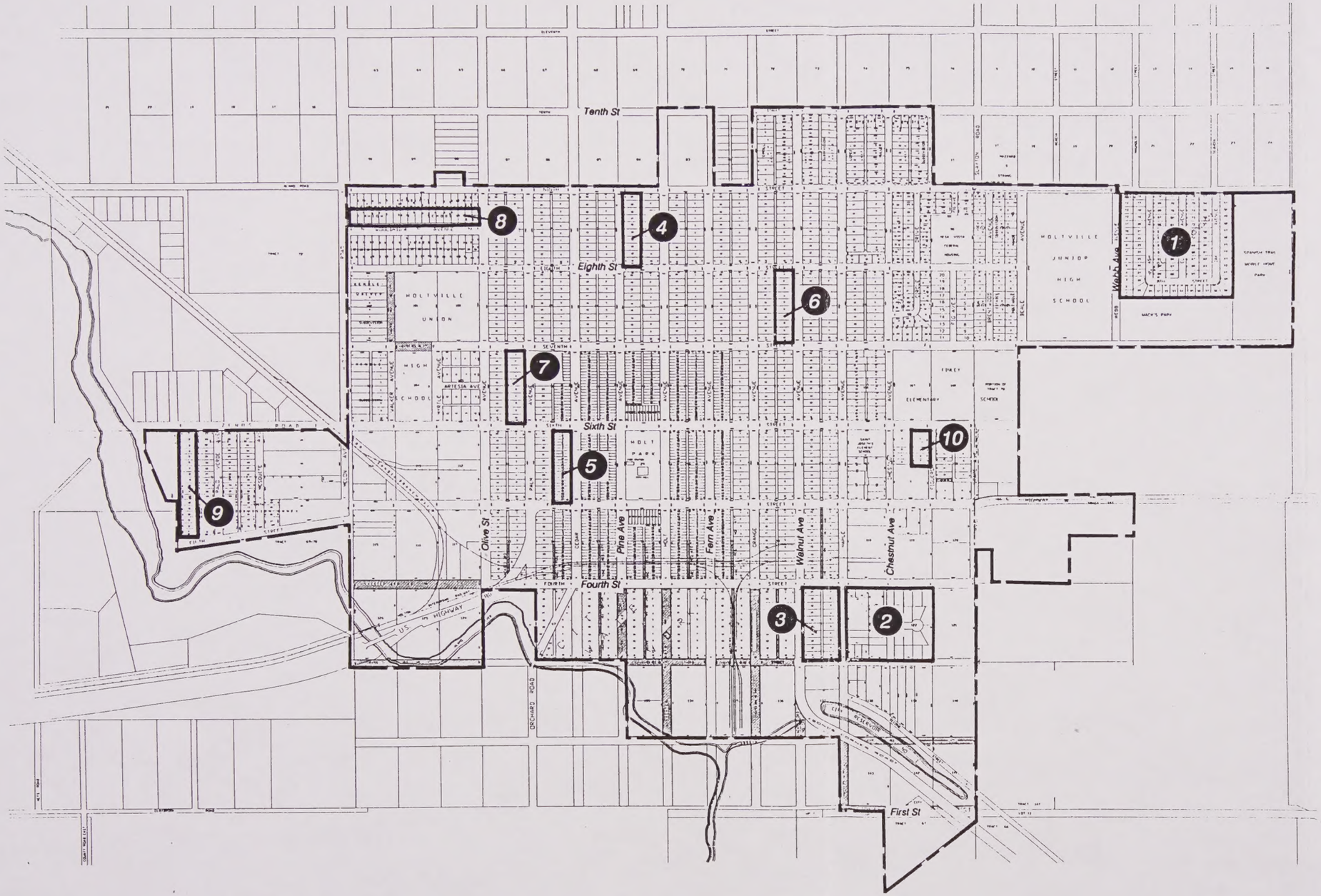


- Single-Family (R-1) - 6.5 acres
- Two-Family (R-2) - 3.1 acres
- Multi-Family (R-3) - 13.7 acres
- Mobile Home Park (R-4) - 4.4 acres
- 1 Proposed for 35 Senior FmHA Rental Units
- 2 Proposed for 18 Manufactured Units
- 3 Proposed for 128 Townhomes
- Holtville City Boundary

SOURCE: City of Holtville, Feb. 1994

NORTH

0' 500' 1000'



City of
Holtville
Housing Element

Figure 1
Housing Units Built
(7/89 - 2/94)

Single-Family Homes

1. *Lewis Homes - 100 units*
2. *Campesinos Villa Dorado - 29 units*

Campesinos Scattered Sites

3. *8 units*
4. *1 unit*
5. *1 unit*
6. *1 unit*
7. *2 units*
8. *1 unit*
9. *2 units*

Total Single-Family Homes Built = 145

Multi-Family Units

10. *Triplex - 3 units*

Holtville City Boundary

SOURCE: City of Holtville;
Campesinos Unidos, Inc., Feb. 1994

NORTH

0' 500' 1000'

D. AVAILABILITY OF PUBLIC SERVICES AND FACILITIES

All of the vacant properties identified in the residential site inventory are served by sewer lines, water lines, streets, storm drains, telephones, and electrical and gas lines. As previously mentioned, a policy to annex future residential properties as a condition of providing services is currently under review by the City.

E. OPPORTUNITIES FOR ENERGY CONSERVATION

One of the major on-going expenses of a household in this geographic region is the cost of energy. As Holtville is located within a desert area, in extreme Southern California, air-conditioning (cooling) is one of the greatest expenses with electric bills ranging from $150 to $400 per month for the period of June through October, for each year.

Much of the older housing stock is poorly insulated. Insulation of these homes could reduce the energy demand for cooling purposes. Typically, wall insulation should be installed in homes that do not have it. Dwellings that currently have R-11 in walls and R-19 in ceilings should be up-graded to R-19 and R-30 wherever possible. Weather-stripping and other weather protection measures should be implemented around doors, windows, etc.

Other non-intrusive methods which provide climate control include landscaping design features such as shading and solar screening. With the City's current Community Economic Development Program, the following energy conservation measures are being incorporated into work write-ups to qualify for CDBG Rehabilitation Loans:

(1) R-30 Insulation in Ceilings
(2) R-19 Insulation in Exterior Walls
(3) Insulation blanketing for water heaters
(4) 12" HD Turbine Ventilators on roofs
(5) Curved blade registers
(6) Night set-back or automatic clock thermostats
(7) Water saving fixtures
(8) Fluorescent lighting

VI. HOUSING PLAN

Chapters II to V of this Housing Element establish the housing needs, opportunities, and constraints in Holtville. The Housing Plan presented in this section sets forth the City's goals, policies, and programs to address Holtville's identified housing needs.

A. ISSUES

Between 1980 and 1990, housing construction did not keep pace with household growth in Holtville. As a result, there was an increase in overcrowding. According to the 1990 Census, 23 percent (328) of the City's households resided in overcrowded units, with renters accounting for 58 percent of all overcrowded units.

Holtville has a substantial portion of its population overpaying for housing. This indicates a shortage of affordable housing for low and very low income households. According to the 1990 Census, a total of 422 households in Holtville were overpaying for housing in 1990.

The City has an urgent need for farmworker housing. According to the Census, over 27 percent of people employed in the City had jobs in agriculture; many of them worked directly in the fields. Since the City and County have a strong commitment to preserving agricultural land, the problem of farm labor housing is expected to become more severe over the next five years.

There is currently a critical shortage of elderly housing in Holtville. The City does not currently have a rental housing project designated for senior citizens. This deficiency is expected to become even more critical over the next few years as housing costs in the City continue to rise and price out many older households with limited incomes.

The City also has a continuing need for larger rental units with three or more bedrooms in order to accommodate larger lower-income families. The only three-bedroom rental units in the City are subsidized with a long waiting list of applicants.

A majority of the housing stock in Holtville is over 30 years old. Therefore, there is a continuing need for rehabilitation of the existing housing stock. The preservation of affordable multi-family units for lower income residents is a critical need due to the small number of units available and the low vacancy rate.

B. GOALS

(1) Attract and obtain low, moderate, and high- cost quality housing developments in order to cover the needs of citizens at all income levels.

(2) Encourage and promote a variety of housing types, including new, and innovative designs while maintaining standards, safety, and quality environments.

(3) Encourage the development of decent housing units. Provide a satisfying environment for all residents of Holtville regardless of age, race, sex, marital status, ethnic background, income, or other arbitrary factors.

(4) Encourage the solid growth of the City of Holtville by designating suitable sites for residential developments as related to job opportunity and/or access to public facilities.

(5) Conduct a biannual housing program review to assess progress towards realizing housing objectives, success of programs and the plans for the forth-coming year.

(6) To improve and conserve existing residential neighborhoods.

C. POLICIES

The City shall:

(1) Maximize the use of vacant land within the City and land contiguous to the current City limits for housing to reduce the cost of facilities (water, sewer, street, etc.) while controlling congestion and providing good access.

(2) Promote mixed-use housing and commercial activities in the central area of Holtville for special needs, which would include housing for small business owners and for elderly households. A combined residential/ commercial zone should be adopted with reduced parking requirements for specific applications.

(3) Promote the provision of adequate numbers of rental units affordable to low and moderate income households.

(4) Work towards equal housing opportunities for all residents regardless of age, sex, race, marital status, ethnic background, income, or other such arbitrary factors. Furthermore, make residents aware of equal housing laws and resources through educational material made available at City Hall, City Library, and Schools.

(5) Pursue any and all funding mechanisms that are available to assist people in obtaining their own home ownership goals.

(6) Pursue adequate housing for persons with above medium incomes.

(7) Assist the private sector and public agencies that are capable of producing or assisting in the production of housing for special needs households.

(8) Initiate a proactive housing rehabilitation program and continue to seek additional funding.

(9) Continue to monitor housing conditions by preparing a yearly progress report and revising targeted home figures.

(10) Promote the reuse of vacant buildings within the City for housing.

(11) Do not permit tentative maps to proceed through the approval stage without concept circulation, utility, drainage, and grading plans for the developments and without review of the effects on surrounding areas to be reviewed.

(12) Require review of service availability and capacity to be completed by appropriate technical staff prior to granting development approval on a project, in excess of ten (10) acres.

(13) Develop an approach to comply with redevelopment law which requires 15 percent of all housing units developed/substantially rehabilitated in the Redevelopment Project Area since adoption of the Redevelopment Plan in 1989 be deed-restricted for low and moderate income households. Of the deed-restricted units, 40 percent must be reserved for very low income households.

(14) Ensure that all development is consistent with this Element and City Ordinances.

(15) Require all new residential developments to provide an adequate fire protection system subject to City approval.

(16) Consider the adequacy of the circulation proposed for new subdivisions with respect to the overall Master Plan for the City.

(17) Continue to provide flexibility in zoning regulations and design standards, such as parking reductions or reduced parking space dimensions, to promote housing affordability.

(18) Allow for density bonus and other regulatory incentives for single- and multi-family units which provide for lower income households.

(19) Encourage rehabilitation of substandard dwelling units and provide assistance for room additions to alleviate overcrowding.

(20) Preserve mobile home parks that are physically and economically sound through permanent mobile home park zoning. Monitor space rents, and as applicable, evaluate the use of Mobile Home Park Resident Ownership Program (MPROP), Direct Rental Assistance, and Mobile Home Park Interim Financing/Public Purchase Program to preserve the affordability in mobile home parks.

(21) Encourage the development of large family units (with three or more bedrooms) as part of affordable housing projects.

D. EVALUATION OF ACCOMPLISHMENTS UNDER ADOPTED HOUSING ELEMENT

State Housing Element law requires a community to assess its achievements under adopted housing programs as part of the five-year update to its housing element. These results should be quantified where possible (e.g. rehabilitation results), but may be qualitative where necessary (e.g. mitigation of governmental constraints). These results then need to be compared with what was projected or planned in the earlier element. Where significant shortfalls exist between what was planned and what was achieved, the reasons for such differences must be discussed.

The City of Holtville has no previously adopted Housing Element. Subsequent revisions to this Element will evaluate the City's accomplishments in satisfying the housing goals established in this Element. Furthermore, State law requires a community to prepare an annual report on the status of the general plan and the progress of its implementation. The annual report on the housing element must be submitted to the State Department of Housing and Community Development (HCD) for review. Through this annual reporting procedure, Holtville will monitor and evaluate its progress toward meeting its housing needs.

E. SHARE OF REGION'S HOUSING NEEDS

State law requires jurisdictions to provide for their share of regional housing needs. As part of the Regional Housing Needs Assessment (RHNA), the Southern California Association of Governments (SCAG) determines the five-year housing growth needs by income category for cities within its jurisdiction, which includes the City of Holtville. Due to a suspension in State funding, SCAG will not be developing the new 1994-1999 RHNA until sometime in 1994. Thus, the State Department of Housing and Community Development (HCD) has extended the current SCAG cycle (July 1, 1989 to June 30, 1994) for two additional years to cover the period through June 30, 1996.

SCAG has determined the 1989-1994 (now extended to 1996) needs for the City of Holtville, and has estimated the number of households which the City will be expected to accommodate during this period. Future housing needs reflect the number of new units needed in a jurisdiction based on households which are expected to reside within the jurisdiction (future demand), plus an adequate supply of vacant housing to assure mobility and new units to replace losses. These needs were forecasted by the 1988 Regional Housing Needs Assessment prepared by SCAG.

According to SCAG, housing to accommodate 84 households would need to be added to the City's June 30, 1989 total households by July 1996 to fulfill the City's share of regional housing needs. Based on the distribution of regional income, this total can be further divided among HUD's four income groups to identify the types of households to be provided for as follows:

TABLE 16
CITY OF HOLTVILLE
1989-1996 HOUSING UNITS NEEDED BY INCOME GROUP

Very Low (0-50% County Median Income)	12
Low (50-80% County Median Income)	15
Moderate (80-120% County Median Income)	17
Upper (over 120% County Median Income)	40
Total Housing Units	84

Source: Regional Housing Needs Assessment, Southern California Association of Governments, 1988.

The intent of the future needs allocation by income group is to relieve lower income impaction - the undue concentration of very low and low income households in a jurisdiction. Localities must fully address their existing needs in order for impaction avoidance goals to be achieved in the future period.

Chapter V (Housing Opportunities) of this Housing Element demonstrates the City's ability to meet its regional housing needs by income group. In addition, the City will further assist in the development of affordable housing through Housing Element programs including development incentives, and State and Federal residential construction programs.

F. AFFORDABLE HOUSING REQUIREMENTS OF REDEVELOPMENT LAW

State Redevelopment Law provides the mechanism whereby cities and counties within the state can, through adoption of an ordinance, establish a redevelopment agency. The agency's primary purpose is to provide the legal and financial mechanism necessary to address blighting conditions in the community through the formation of a redevelopment project area(s). Of the various means permitted under State Law for financing redevelopment implementation, the most useful of these provisions is tax increment financing. This technique allows the assessed property valuation within the Redevelopment Project Area to be frozen at its current assessed level when the redevelopment plan is adopted. As the property in the project area is improved or resold, the tax increment revenue generated from valuation increases above the frozen value is redistributed to the redevelopment agency to finance redevelopment project costs.

In general, many early redevelopment projects focused primarily on demolition of blighted residential buildings and development of non-residential uses or upper income residential projects. While these types of projects worked to eliminate blighting conditions, they did little or nothing to aid the mostly low and moderate income residents of the housing that was demolished, in addition to having a negative impact on the community's supply of affordable housing. To address the problem that arose with regard to the effect of redevelopment on low and moderate income housing, the state legislature enacted a series of changes to Community Redevelopment Law that require redevelopment agencies to undertake activities which will assist in the production of low and moderate income housing.

The legislative requirements regarding low and moderate income housing generally fall into three basic categories:

(1) Expenditure of 20% of the tax increment revenue to increase and improve the supply of low and moderate income housing in a community. The requirement for redevelopment agencies to set aside 20% of a project's tax increment for low and moderate income housing can provide a significant source of funding for implementation of a community's housing programs.

(2) Requirements that redevelopment agencies replace low and moderate income housing which is destroyed as a result of a redevelopment project.

(3) Requirements that a portion of all housing constructed in a redevelopment project area be affordable to low and moderate income persons and families.

State Redevelopment Law requires that 15 percent of all non-Agency developed/ substantially rehabilitated housing in a project area be affordable to low and moderate income households, 40 percent of which must be affordable to very low

income households. The law further requires that 30 percent of all Agency developed/substantially rehabilitated housing be affordable to low and moderate income households, 50 percent of which must be affordable to very low income households.

There is now legislation in place which requires preparation of a Redevelopment Implementation Plan. The plan must detail the Agency's strategy for expenditure of housing set-aside funds and fulfillment of affordable housing requirements.

Holtville Redevelopment

The Holtville Redevelopment Agency adopted its Downtown Redevelopment Project Area in 1989. The Project Area encompasses the entire City limits (with the exception of one small area). A variety of residential, commercial, industrial, and institutional uses can be found within the 711-acre Project Area. The Holtville Redevelopment Agency issued a bond in 1993, providing $300,000 in low and moderate income housing funds. As required under AB 1290, the Holtville Redevelopment Agency will be preparing an Implementation Plan which specifically sets forth planned expenditures of the low and moderate income housing fund over the next five years. The Agency will utilize the low and moderate income housing fund to assist in the development of affordable projects primarily through on- and off-site infrastructure improvements and through subsidized development fees. As a secondary priority, the Agency is evaluating providing needed infrastructure upgrades in its mobilehome parks.

Pursuant to State law, localities may expend their housing funds on a wide variety of activities, including the following:

- Land Disposition and Write-Downs
- Site Improvements
- Loans
- Issuance of Bonds
- Land and Building Acquisition by Agencies
- Direct Housing Construction
- Housing Rehabilitation Program
- Rent Subsidies
- Predevelopment Funds
- Administrative Costs for Non-Profit Housing Corporations

G. HOUSING PROGRAMS

The goals and policies contained in the Housing Element address Holtville's identified housing needs and are implemented through a series of housing programs. Housing programs define the specific actions the City will undertake to implement specific goals and policies. By law, the implementation programs must do all the following:

(1) Conserve and improve the condition of existing affordable housing stock.

(2) Identify adequate sites which will be available, through zoning and development standards, for a range of housing types to meet the communities housing goals.

(3) Assist in the development of housing affordable to low and moderate income households.

(4) Address and, where appropriate and legally possible, remove governmental constraints on the maintenance, improvement and development of housing.

(5) Promote equal housing opportunity.

There are also a number of statutorily required programs which are:

(1) Provide density bonuses or other incentives to developers who include units affordable to low or moderate income households.

(2) Provide for development of secondary residential units on existing lots, where consistent/compatible.

(3) Review building and development requirements and standards and modify those found to be unnecessary or excessive.

(4) Establish a single administrative unit to coordinate processing of multiple permits for residential developments.

Housing programs include both current City and County efforts, and new programs which address the City's unmet needs. This section provides a description of each housing program, program objectives, financing, implementation agency, and time frame for implementation

CONSERVE AND IMPROVE THE CONDITION OF EXISTING AFFORDABLE HOUSING STOCK

Maintaining Holtville's older housing neighborhoods is vital to conserving the overall quality of housing in the community. The housing condition survey conducted in April 1993 concluded that 629 of the 962 housing units located within the geographic target area are in need of some rehabilitation. Many of these units are occupied by lower income households.

In addition to maintaining its housing stock, Holtville must also conserve affordable units in the community, including the preservation of the assisted housing stock, rental subsidies, and mobilehomes.

1. Housing Rehabilitation Program

Holtville has applied for Community Development Block Grant (CDBG) funds through the State to address the City's serious housing rehabilitation needs. With the CDBG allocation, the City proposes to establish a Housing Rehabilitation Program with two components:

- Owner/Occupants (deferred loans, amortized time pay plan loans)
- Owner/Investors (amortized time pay plan loans)

Rehabilitation assistance is only provided to owner/occupants and renters within the Targeted Income Group (80% of County median income) and Lowest Targeted Income Group (50% of County median income). To qualify for assistance under the rental component of the Housing Rehabilitation Program, the units must be within the geographic target area and a Rent Limitation Agreement must be signed for the duration of the loan period.

The City has established the following loan limits for the Housing Rehabilitation Program under the owner/occupants component:

- Minor Repair - $5,000 to $10,000
- Moderate Rehabilitation - $10,000 to $25,000
- Substantial Rehabilitation - $25,000 to $37,000
- Total Reconstructions - $37,000 to $50,000

It will be the City's policy to provide rehabilitation assistance to overcrowded households to provide for room additions.

For owner/investors, the maximum loan amount for rehabilitation activities ranging from minor to substantial is set at $20,000 per unit. Total reconstructions are not eligible activities under the owner/investors component of this program.

The terms of the loans will vary depending on the type of applicants. The time pay plan loans will be amortized over a period of fifteen years at an annual

interest rate of three percent for owner/occupants. The annual interest rate will range from three to five percent for owner/investors. The deferred loans will have a maximum deferral period of ten years at an annual rate of three percent. Deferred loans will not be allowed for the owner/investors component.

To initiate its rehabilitation program, the City will prepare brochures in Spanish and English to be distributed to the community, and will conduct educational outreach through public meetings and door-to-door contact.

Program Objective:	The City plans to undertake rehabilitation of 21 units with CDBG funds. Approximately 15 rental units (7 low income, 8 very low income) and 6 ownership units (all low income) will be benefitted.
Program Financing:	CDBG funds and program income.
Program Implementor:	City of Holtville and City consultant to be hired specifically to administer the City's CDBG Housing Rehabilitation Program.
Time Frame:	The City has 30 months to expend the funds upon approval of the application, and anticipates initiating all 21 loans by June 1996.

2. Section 8 Rental Assistance Certificate/Voucher Program

The Section 8 Rental Assistance Program extends rental subsidies to low income families and elderly who spend more than 30 percent of their gross income on housing. The subsidy represents the difference between the excess of 30 percent of the monthly income and the actual rent. The Voucher program is similar to the Section 8 Certificate program, although participants receive housing "vouchers" rather than certificates. Vouchers permit tenants to locate their own housing while households receiving certificates must rent units that are listed at the local housing authority to receive certificates. Unlike the certificate program, participants are permitted to rent units beyond the federally determined fair market rent in an area, provided the tenant pays the extra rent increment. Rental assistance not only addresses housing affordability, but also overcrowding by allowing families which may be "coupling up" to afford their own housing.

The Imperial Valley Housing Authority administers the Section 8 Certificate/Voucher Program for Holtville. Approximately 30 very low income households in Holtville currently receive Section 8 assistance. There are over 2,000 applicants on the County-wide waiting list for Section 8 assistance.

The City will encourage apartment owners to list their properties with the Imperial Valley Housing Authority as eligible to receive Section 8 tenants, and will refer needy households to County for assistance.

Program Objective:	To conserve existing rent subsidies for very low income households and to increase the supply of rental housing affordable to very low income households.
Program Financing:	U.S. Department of Housing and Urban Development (HUD).
Program Implementor:	Imperial Valley Housing Authority.
Time Frame:	July, 1989 through June, 1996.

3. Preservation of Publicly Assisted Low Income Housing

In order to meet the housing needs of persons of all economic groups in Holtville, the City must guard against the loss of housing units available to lower income households. The Town and Country Apartments assisted under the Farmers Home Administration (FmHA) Section 515 Rental Housing Program is eligible to prepay its mortgage within this Housing Element cycle. However, incentives provided by FmHA to the project owner make it highly unlikely for the project to convert to non-low income use. As appropriate, the City will work with existing and potential owners as well as tenants to keep these units affordable to lower income households and to avoid tenant displacement.

Financial and Institutional Resources: One of the major factors to be considered in formulating programs to preserve "at-risk" units is the financial and institutional resources available for such programs. The following provides a brief overview of these resources.

Due both to the high cost of purchasing and developing housing and limitations on use of funds, financing for preserving, replacing, and/or maintaining the units at risk will likely have to include multiple sources. The following resources have been identified for use in purchasing or managing the units at risk in Holtville. It should be noted that new sources of funds and expertise will become available over time and that the following discussion does not represent an exhaustive inventory of resources.

Financial Resources

FmHA Incentives: If FmHA determines that the owner of the Town and Country Apartments possesses the financial ability to prepay the mortgage loan, FmHA will offer additional incentives to the project in exchange for an agreement to maintain the project for low income uses for the term of the loan (50 years). These incentives include rental assistance and an equity loan.

In the unlikely event that FmHA incentives are inadequate to prevent the termination of low income use restrictions on the Town and Country

Apartments, the following additional funding sources are available for preservation.

Redevelopment Set-Aside Funds: Redevelopment set-aside funds represent a source of housing funds that may be used for the preservation or replacement of "at-risk" units. The Holtville Redevelopment Agency issued a bond in 1993, providing $300,000 in its housing set-aside fund. As with all sources of funds, many projects may compete for the set-aside fund.

CDBG Funds: Through the Community Development Block Grant (CDBG) program, HUD provides grants and loans to local governments for funding a wide range of community development activities. The State Department of Housing and Community Development (HCD) administers the federal CDBG program for non-entitlement cities and counties. Holtville is eligible to apply to HCD for CDBG funding.

The City has proposed to expend a substantial portion of its FY 1994 CDBG allotment on the rehabilitation of 21 housing units. The City can devote a portion of its future CDBG allotment to rehabilitate the Town and Country Apartments should rehabilitation needs arise. In addition, the City can also apply to HCD for special planning grants if the City identifies specific projects to pursue. Special planning grants are awarded on a competitive basis and can be used to facilitate the preservation of the at-risk units.

HOME: Holtville is eligible to apply to HCD for HOME funds. The HOME program was created under the National Affordable Housing Act of 1990. HCD administers the HOME program for non-entitlement jurisdictions. Funding can be used to assist either rental housing or homeownership through acquisition, construction, reconstruction, and/or rehabilitation of affordable housing. (See Program 11 for detailed description.)

HOPE II: HOPE II is a HUD program providing funds to assist tenants of eligible properties purchase their units. Both Planning and Implementation grants may be provided under this program.

Institutional Resources

Imperial Valley Housing Authority: The Imperial Valley Housing Authority is committed to preserving at-risk housing projects in Imperial County. Through State and Federal Housing programs, the Housing Authority will raise the funds necessary for acquiring the at-risk projects in the County.

Campesinos Unidos: Campesinos Unidos, a non-profit housing organization, operates the Self-Help Housing Program in Imperial County. Campesinos Unidos currently does not have any experience in managing rental projects. However, it can be a potential organization to purchase at-risk units in the

future. There are State and Federal resources available to provide technical and financial assistance to non-profit organizations interested in purchasing at-risk housing projects. (See available State and Federal resources under Program 11.)

The California Coalition for Rural Housing: The California Coalition for Rural Housing works with tenants of "at-risk" buildings to inform tenants of the option available to them and if the tenants are interested, helps tenants organize tenants association to pursue further actions. The Coalition also provides technical assistance to non-profit or public entities interested in purchasing at-risk projects. Both Imperial Valley Housing Authority and Campesinos Unidos are members of the Coalition.

Quantified Objective: The City proposes to preserve all of the 42 units that are at risk of converting to uses other than low income housing between July, 1989 and June, 1999. The owner of the only at-risk project in Holtville has not yet filed a Request for Prepayment. The City will ensure that the at-risk units are preserved through the actions described below.

Programs: The City of Holtville will implement the following three programs to assist in the preservation of the assisted housing stock.

Monitor Units At Risk: The City will keep in regular contact with the owner of Town and Country Apartments to determine the status of that building with respect to prepayment options. The City will indicate to the owners the City's continued interest in working with the owner and non-profit organizations to preserve the "at-risk" units as affordable to low income households.

Program Financing: CDBG, Redevelopment Set-Aside, and General funds, as available.

Program Implementor: City of Holtville.

Time Frame: July, 1989 through June, 1996.

Tenant Education: If the owner of Town and Country Apartments files a Request for Prepayment, the City will work with tenants to inform them of their rights and ownership possibilities under the FmHA regulations. Both informational meetings and written information will be provided. Where feasible, the City will provide technical assistance to tenants wishing to pursue resident association ownership.

Program Financing: CDBG, Redevelopment Set-Aside, and General funds, as available.

Program Implementor: City of Holtville.

Time Frame: Upon filing of Request for Prepayment.

Work with Potential Priority Purchasers: Maintain regular contact with the Imperial Valley Housing Authority and with any other public or non-profit agencies that express an interest in purchasing and/or managing the units at risk and assist them in acquisition or establishing management of the units if they are sold. Where feasible and appropriate, the City will provide technical assistance to these organizations.

Program Financing: CDBG, Redevelopment Set-Aside, and General funds, as available.

Program Implementor: City of Holtville.

Time Frame: July, 1989 through June, 1996.

4. Weatherization Program

Campesinos Unidos, Inc., a local non-profit organization, is currently providing weatherization services to eligible participants in the City through the Low Income Home Energy Assistance Program. The program provides services including: (a) minor housing envelope repairs; (b) ceiling insulation; (c) low-flow showerheads; (d) weatherstripping; (e) water heater blankets and pipe wrap; (f) duct wrap; (g) caulking; and (h) switch and outlet gaskets. Such weatherization improvements reduce household utility costs.

The City will advertise the weatherization program in its Housing Rehabilitation brochures, and will conduct outreach through public meetings and door-to-door contact as part of its overall Housing Rehabilitation Program.

Program Objective: To improve housing affordability through the reduction of energy costs.

Program Financing: Southern California Gas Company.

Program Implementor: Campesinos Unidos, Inc.

Time Frame: July, 1989 through June, 1996

IDENTIFY ADEQUATE SITES WHICH WILL BE AVAILABLE, THROUGH ZONING AND DEVELOPMENT STANDARDS, FOR A RANGE OF HOUSING TYPES TO MEET THE COMMUNITY'S HOUSING GOALS

A key element in satisfying the housing needs of all segments of the community is the provision of adequate sites for housing. This is an important function of both zoning and general plan.

5. Land Use Element

Planning and regulatory actions to achieve adequate housing sites are achieved through the Land Use Element of the General Plan and the Zoning Ordinance. The Land Use Element provides for a variety of residential types, ranging from 4 units/acre low density single-family homes to 20 units/acre high density apartments and condominiums. As shown in Chapter V, the Land Use Plan provides for adequate sites within its current City limits to meet the City's share of regional housing needs, which have been identified as 84 unit for the 1989-1996 period. Furthermore, the City can pre-plan and pre-zone the Sphere of Influence surrounding the City to provide logical direction and growth of the City.

Program Objective:	To designate adequate sites to fulfill Holtville's Regional housing growth needs by income group. Based on the City's residential site inventory, an additional 247 units can be developed within the current City limits during this Housing Element cycle, including 26 single-family homes, 24 duplexes, 18 manufactured homes, and 179 multi-family units.
Program Financing:	City of Holtville staff time.
Program Implementor:	City of Holtville.
Time Frame:	July, 1989 through June 1996.

6. Sites for Homeless Shelters

While the 1990 Census estimated that no homeless individuals are located in Holtville, the Holtville Police Department indicated that there are three to four homeless people residing in the Earl Walker Park immediately outside of the City limits. Holtville has no emergency shelters and these homeless people are referred to a local church which provides emergency overnight shelter, or to El Centro for more formalized shelters and social service agencies.

Program Objective:	To modify its zoning ordinance to permit transitional housing in appropriate residential zones and emergency housing in commercial and industrial zones.
Program Financing:	City of Holtville staff time.
Program Implementor:	City of Holtville.
Time Frame:	Incorporate provisions for transitional housing and emergency shelters into the City's Zoning Ordinance by mid-1995 as part of the City's comprehensive update of the Zoning Ordinance.

ASSIST IN THE DEVELOPMENT OF HOUSING AFFORDABLE TO LOW AND MODERATE INCOME HOUSEHOLDS

Residential land costs in Holtville are generally lower than those in surrounding communities such as Brawley and El Centro. This has fostered the market development of for-sale housing priced at levels affordable to the City's moderate income households. However, homeownership opportunities affordable to the City's very low and low income households remain limited. Holtville's relatively low rental rates provide affordability for both low and very low income households, although the City currently has a limited supply of rental housing available, especially for large households, the elderly, and farmworkers. It is the City's policy to encourage the development of large units (with three or more bedrooms) to address the needs of both large families and farmworkers. The following programs attempt to address the overall need for the development of additional affordable housing in Holtville.

7. Density Bonus and Other Incentives

Pursuant to State density bonus law, if a developer allocates at least 20 percent of the units in a housing project to lower income households, 10 percent for very low income households, or at least 50 percent for "qualifying residents" (e.g. seniors), the City must either a) grant a density bonus of 25 percent, along with one additional regulatory concession to ensure that the housing development will be produced at reduced cost, or b) provide other incentives of equivalent financial value based upon the land cost per dwelling unit. The developer shall agree to and the City shall ensure continued affordability of all lower income density bonus units for a minimum 30-year period.

In addition to density increases, the Redevelopment Agency will expend set-aside monies to provide incentives and assist in the development of affordable projects, such as through the provision of on- and off-site infrastructure improvements and subsidized development fees.

Program Objective:	To adopt its own density bonus ordinance to facilitate the production of affordable ownership and rental housing through provision of incentives to private residential developers.
Program Financing:	City of Holtville for staff time, Redevelopment set-aside
Program Implementor:	City of Holtville.
Time Frame:	End of 1994.

8. Self-Help Housing

The California Self-Help Housing Program is designed to assist low and moderate income households build or rehabilitate their own homes by providing technical assistance grants to non-profit corporations and local governments for administrative and supportive services they then provide to self-helpers. These services include: training and supervision of self-help builders; loan packaging and counseling; self-help housing workshops; and office costs associated with self-help housing projects.

The California Self-Help Housing Program also provides informational assistance to self-help housing organizations. The assistance has included: conferences on self-help housing; information on housing finance sources; workshops on energy efficient housing; and a variety of other subjects of interest to self-help housing groups.

The City of Holtville has worked with Campesinos Unidos, Inc., to develop self-help housing units in Holtville. Since July 1989, a total of 45 scattered site self-help units have been built, all of which are affordable to low and very low income households. These Campesinos units are large family units targeted toward the farmworker population. The City will continue to encourage the development of self-help housing in its jurisdiction by allowing flexibility in zoning and design standards, and subsidizing development fees.

Program Objective:	To provide affordable homeownership opportunities through allowances for self-help housing development.
Program Financing:	State HCD, self-help "equity," Redevelopment set-aside (for fee subsidies).
Program Implementor:	City of Holtville, Campesinos Unidos, and other non-profit corporations.
Time Frame:	July, 1989 through June, 1996.

9. Farmers Home Administration (FmHA) Programs

Section 515 Rental Housing Program: The Farmers Home Administration provides long-term financing and rental assistance payments on behalf of lower-income households to developer/ operators of new rental housing. Units produced as a result of this program may either be for families or for the elderly and handicapped. Section 8 housing assistance payments may also be used in FmHA-financed rentals.

The City of Holtville is included as an eligible locality for FmHA financing. This program has been well utilized in Holtville, with two projects totaling 82 units developed under this program: Town and Country Apartments (42 units) and Chestnut Village Apartments (40 units). In addition, a 35-unit FmHA project for the elderly has been proposed in the City. This project has been approved by the City Council, and will receive assistance through the Redevelopment set-aside funds for both on- and off-site infrastructure improvements.

Section 502 Homeownership Program: The Farmers Home Administration provides direct loans for the purchase, relocation, or rehabilitation of ownership housing to lower income households at interest rates as low as one percent and with downpayments as low as zero percent of cost. Subdivisions may secure pre-commitments of Section 502 financing for eligible potential buyers. The program also provides for "self help," in which cases buyers contribute to the housing cost reduction by performing part of the required labor. This program has been utilized to provide for many units occupied by lower income buyers in Holtville. All of the 45 units constructed under the Campesinos Self-Help program obtained FmHA Section 502 loans.

Program Objective:	To increase the supply of rental and ownership housing available to and affordable by lower income households.
Program Financing:	Farmers Home Administration (FmHA).
Program Implementor:	FmHA and private developers.
Time Frame:	The City will facilitate the development of 35 FmHA rental units for very low income seniors, with project completion targeted for the end of 1995.

10. Pursue Key Federal Affordable Housing Funding Sources

Successful implementation of housing programs to create affordable housing will depend on a community's ability to pursue additional funding sources. This program focuses on the two funding sources that are most pertinent to Holtville: CDBG and HOME. In addition to these two major federal funding sources, a variety of federal and state housing funds are available, such as HOPE II, HOPE

III, Rental Housing Construction Program (RHCP), and California Housing Rehabilitation Programs, which will be evaluated in future Housing Elements as appropriate.

Community Development Block Grant (CDBG): The State Department of Housing and Community Development (HCD) administers the federal CDBG program for non-entitlement cities and counties. Holtville is eligible to apply to HCD for general CDBG allocation. Holtville has received an allocation of CDBG funds from HCD for FY 1994, a substantial portion ($500,000) of which will be used to establish a Housing Rehabilitation Program for both owner-occupants and owner-investors.

In addition, the City can also apply to HCD for special planning grants if the City identifies specific projects to pursue. The CDBG special planning grants are awarded on a competitive basis and can be used to facilitate the preservation of at-risk low income housing projects.

HOME Program: The HOME program was created under the National Affordable Housing Act of 1990. Under HOME, HUD will award funds to localities on the basis of a formula which takes into account tightness of the local housing market, inadequate housing, poverty, and housing production costs.

HOME funding is provided to jurisdictions to assist either rental housing or homeownership through acquisition, construction, reconstruction, and/or rehabilitation of affordable housing. Also possible is tenant-based rental assistance, property acquisition, site improvements, and other expenses related to the provision of affordable housing and for projects that serve a group identified as having special needs related to housing. The local jurisdiction must make matching contributions to affordable housing under HOME.

The State HCD administers the HOME program for non-entitlement jurisdictions and the funding under the State is awarded on a competitive basis. Non-entitlement jurisdictions may apply for HOME funds in response to the Notice of Funding Availability. Each application is limited to $1,000,000 in HOME funds.

Program Objective:	To pursue additional funding resources for affordable housing development and preservation.
Program Financing:	City of Holtville staff time.
Program Implementor:	City of Holtville.
Time Frame:	July, 1989 through June, 1996.

ADDRESS AND, WHERE APPROPRIATE AND LEGALLY POSSIBLE, REMOVE GOVERNMENTAL CONSTRAINTS ON THE MAINTENANCE, IMPROVEMENT AND DEVELOPMENT OF HOUSING.

Under present State law, the Holtville Housing Element must address, and where legally possible, remove governmental constraints to maintenance, improvement, and development of housing.

11. Use of Modular and Mobile Homes, and Innovative Building Techniques

Mobile homes, modular construction techniques, pre-fabricated internal systems, and the like can bring the cost of new construction down to levels affordable by families currently priced out of the housing market. This is especially true with respect to new ownership housing.

The City of Holtville encourages developers to utilize such innovative building techniques, as well as cost-cutting ownership patterns such as townhomes/condominiums, where consistent with land use patterns, quality design standards, and zoning ordinances. The City is currently working with a private developer on a project with 128 townhomes, representing the first townhome project in the jurisdiction.

Pursuant to State law, manufactured homes are permitted in the City's Single-Family (R-1) zone. The City also allows for mobile homes in the City's Two-Family (R-2) and Multi-Family (R-3) zones subject to the approval of conditional use permits. In addition, the City has established a separate Mobile Home Park (R-4) zone. Currently, the City has a proposal for the development of manufactured homes pending.

Program Objective:	To increase the supply of affordable housing through reduction to the cost of housing production. The City plans to facilitate the development of 128 townhomes during this Housing Element cycle. The City will also work with a developer to provide an 18-unit manufactured home subdivision, or other comparable project.
Program Financing:	No public funds required.
Program Implementor:	Private developers; City of Holtville will assist in evaluations of suitable sites, applicability of local codes and ordinances.
Time Frame:	The City will achieve the development of 128 townhomes by 1996.

PROMOTE EQUAL HOUSING OPPORTUNITY

In order to make adequate provision for the housing needs of all economic segments of the community, the housing program must include actions that accomplish the following:

- Promote housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age, or physical disability.

More generally, this program component entails ways to further fair housing practices.

12. Fair Housing

The California Rural Legal Assistance (CRLA) in El Centro provides arbitration for private housing disputes for low income households in Imperial County. CRLA is funded through the Federal Legal Services Corporation and State IOLTA Trust Fund operated by the California Bar Association. The CRLA has established a Community Advisory Council (CAC) with one member from each community. The CAC member must be low income and a former or present client of the CRLA.

The California Department of Fair Employment and Housing provides educational brochures and posters, answers questions, and investigates fair housing complaints.

Program Objective:	The City will refer fair housing complaints to CRLA or to the Department of Fair Employment and Housing (DFES) as appropriate. The City will assist in program outreach through placement of CRLA and DFES program brochures in both English and Spanish at the public counter, City library, post office, and other community locations such as the laundromat and community bulletin board.
Program Financing:	City of Holtville staff time.
Program Implementor:	City of Holtville.
Time Frame:	July, 1989 through June, 1996

H. HOUSING PROGRAM SUMMARY

The following table quantifies the City's housing goals for this Housing Element cycle (July 1989 through June 1996).

TABLE 17
CITY OF HOLTVILLE
SUMMARY OF HOUSING GOALS

Summary of Housing Goals	No. of Units
Total Units to be Constructed	84 units (Regional Housing Need: 12 very low, 15 low, 17 moderate, and 40 high)
Total Units to be Rehabilitated	21 units (CDBG Rehabilitation Program: 8 very low and 13 low)
Total Units to be Conserved	255 units (Town and Country Apartments: 29 very low and 13 low; Section 8: 30 very low income; Mobilehomes: 92 very low income and 91 low income)

Source: City of Holtville, March 1994.

CIRCULATION ELEMENT

The **CIRCULATION ELEMENT**, required by State Law since 1955, is more than simply a transportation plan.

From its inception, State Law required the Circulation Element to be correlated with the Land Use Element. It is, therefore, a fore-runner to the "Internal Consistency Provision" later adopted.

The **CIRCULATION ELEMENT** is now contained in Government Code, Section 65302(b).

INTRODUCTION:

The primary purpose of the Circulation Element, within the General Plan, is to make provisions for transportation facilities throughout the City. It is intended to be an infrastructure plan that concerns itself with the circulation of people, goods, energy, water, sewage, storm drainage, and communication.

Its policies and provisions should support, and be an integral part of, the goals and policies of the Land Use Element. The Circulation Element should, in fact, coordinate and integrate its circulation provisions with applicable "regional transportation plans".

Additionally, State and Federal transportation planning must also be coordinated with the local Circulation Element as required by Section 134, Title 23 of the U.S. Code, and California Government Code, Section 65080(8).

The issue of correlation between the Circulation Element and the Land Use Element has been the prime issue for numerous court cases, including "Concerned Citizens of Calaveras County v. Board of Supervisors of Calaverous County (1985), 166 Cal. App. 3d-90"; "Twain Harte Home Owners Association v. County of Tuolumne (1982) 138 Cal. App. 3d 334".

ISSUE:

The City, having been planned out in a "grid fashion", provides a convenient and simple vehicular oriented transportation system, particularly with its current size. The major drawback, at this time, is in the cost of maintaining the network, particularly given the large width of many of the minor streets.

There are, of course, also inherent problems in tying the City's street network into the County system, both because of location and lack of standardization.

GOAL:

(1) Establish a realistic but safe, attractive and efficient transportation system for the movement of people and goods both within the City and its sphere of influence (Planning Area).

(2) Promote mass transit, bicycle and other energy efficient and innovative forms of transportation where feasible and possible.

(3) Coordinate with SCAG, CALTRANS, and Imperial County, as well as other related agencies, to insure that City-wide circulation concerns are adequately addressed.

(4) Support actions on transportation related projects, that effect both the City and the County, as a whole.

(5) Establish and maintain a cooperative review and implementation procedure for the extension of utilities with the various suppliers.

POLICIES:

The City shall:

(1) Develop and implement a set of street standards for all classifications considering traffic, safety, cost, and long range planning.

(2) Integrate the city street system, including standardization with the County system.

(3) Provide a framework, and request cooperation from the County for a street system that is compatible with the City within the sphere of influence areas (Planning Area).

(4) Require and consider new street systems for residential areas to be limited access and non-through systems.

(5) Eliminate the requirement for alleys in new residential subdivisions.

(6) Develop a capital improvement program that includes reconstruction, repair and maintenance for all city streets, curbs, gutters, and sidewalks on an on-going, well-planned basis.

(7) Develop and maintain an effective and attractive bicycle route system that encourages school children, as well as adults to utilize it.

(8) Provide signal light intersections wherever, and whenever determined necessary through a traffic analysis.

(9) Provide proper signage, school safety crossing etc. at designated, and major intersections.

(10) Regulate intensity of land uses to keep traffic generated in balance with the capacity of collectors and arterials.

(11) Initiate a landscaping program that will enhance the City on thoroughfares as well as the city entrances, and, therefore, improve the visual appearance of the approaches to the City.

(12) Require that all new subdivisions receive input and review from supplying utilities and, where, necessary

impose conditions to mitigate adverse affects on the utility systems network.

(13) Continue to update and upgrade the City's own water and sewer network and implement development fees, as necessary, to provide for expansion and maintenance.

(14) Implement and maintain a properly engineered drainage system and require all new development to integrate with the established system.

IMPLEMENTATION PROCEDURES/ALTERNATIVES:

The City has a variety of programs and/or procedures, including local, state and federal, that can be utilized to improve, maintain, and implement the basic requirements of the Circulation Element.

The ultimate pattern of the local systems will depend upon land uses, utilities, and ordinance standards. The street system constitutes the primary base for the City of Holtville Circulation System, and its effectiveness would be a prime determinant of the efficient movement of people and goods throughout the City.

LOCAL PROGRAMS:

A. General Plan:

The General Plan sets forth the requirements by the State of California, contained in Government Code, Section 65302(b), which states in part that "..Circulation Element consisting of a general location and extent of existing proposed major thoroughfares, transportation route, terminal and other local public utilities and facilities, all correlated with the Land Use Element of the Plan."

B. Subdivision/Zoning Ordinances:

These ordinances allow the City through their legislative, as well as police authority, to plan for road extensions, provide continuity in road systems, and establish a hierarchy of local collector, prime, and arterials.

The effective use of these ordinances can establish development requirements along each type of road, can limit access points and specify appropriate land uses as well as setbacks and other regulatory requirements, and can provide for an effective transportation system.

C. California Environmental Quality Act (CEQA):

The environmental review procedures mandated by State Law, and implemented through the City's permitting system, allows for early recognition of potential problems, and provides solutions as well as mitigation measures needed to accommodate new developments.

Additionally, the City should consider alternatives, such as pedestrian and bicycle routes, and provisions for public transit and other means that reduce automobile related impacts.

Through the CEQA process, the City can and should obtain input from the various utility companies/agencies and consequently then have the ability to mitigate adverse impacts or requirements and allow for the proper extension as well as maintenance of these facilities.

D. On-going Maintenance Program:

It is recommended that the City establish stringent maintenance programs for the existing street transportation systems, the sewer and water transmission facilities, and other such facilities. The program would concentrate on existing traffic networks, existing supply systems, and include such improvements as street pavement; curb, gutter and sidewalk improvements; signage; signalizing; landscaping; water and sewer main; drainage structures, etc.

E. Capital Improvement Program:

In general, the development of transportation facilities depends largely upon:

a. The need for the facility, at a particular point in time, related both to projected traffic volume as well as service levels.

b. The ability to pay for, and the level of deferred costs, along with the implementation and the capital improvement program. A cost revenue analysis based upon the present sources of funding as well as projected growth rate is necessary to provide an

understanding as to the amount of revenue that will be available for future operation costs.

F. Special Assessment Districts:

A Special Assessment District can be placed on property to finance improvements that are of a specific benefit to that property. It must, by law, be a reasonable relationship between the amount of assessment and the benefit received by that property.

Special assessments are allowed under the Improvement Act of 1907, by the Municipal Improvement Act of 1913, and the Improvement Bond Act of 1915. Typically, special assessments have been limited to local streets, sidewalks, curbs, and gutters, and in all cases, the following principal requirements must be met:

(1) Total assessment must not exceed the costs of public improvement.

(2) The improvement must beneficially affect a well defined area.

(3) The actual assessment must be proportional to the benefit received.

(4) The land owner being assessed must be given an opportunity to comment through a public hearing process.

G. Obligation Bonds:

Obligation Bonds, as well as revenue bonds, provide another alternative for local entities to incur long-term debts for capital improvement programs.

H. Special Tax Bonds:

These bonds are payable from a specific tax source. For example:

Road Improvement Bonds - may use ear-marked gasoline tax for payment, and can also carry additional guarantees of full faith and credit of the City.

I. Cooperation with Other Agencies:

Not only does the City have the opportunity to work with California Department of Transportation, it can also work with the County of Imperial, and the more recently enacted Sales Tax Surcharge. All of these mechanisms provide an opportunity for the City to implement and maintain an effective and efficient circulation system.

STATE PROGRAMS:

A. Subdivision Map Act:

The Subdivision Map Act, through the State of California, allows local counties and cities, by ordinance, to require payment of a fee as a condition of approval to a final map. The purpose of this fee must, however, be related to deferring actual or estimated costs of constructing necessary transportation and/or transmission improvements, related to surface transportation or other necessary required infrastructure systems.

B. Re-development Area Funds:

Re-development activity is generally financed through tax increments, and through growth and property tax revenues from rising property assessments, in the re-development project area.

C. Other Authorities:

State Law allows local agencies to enter into agreements under the Joint-Exercise of Powers Act. This law permits local agencies to join together to provide for the provision of local infrastructure and public services, which are thereby intended to reduce overall costs.

FEDERAL PROGRAMS:

A. Community Development Block Grants:

Under this program, small cities develop their own programs and funding priorities including the rehabilitation and construction of certain public works facilities as well as improvements (of housing rehabilitation, code enforcement, relocation, and the assistance of certain other public services within their limits).

B. Federal Revenue Sharing:

The primary objective of this grant, under the revenue sharing act, was to provide financial assistance to the general purpose of local governments. This grant was phased out by the Federal Government, and unless reactivated is no longer a viable alternative.

C. Economic Development Grants:

The primary purpose of this program is to assist in the construction of public facilities that are needed to initiate and encourage the creation of permanent jobs in the private sector.

These grants have been awarded for project improvementssuch as public facilities for water and sewer systems, access roads to industrial parks, port facilities, railroad siding, public tourism facilities, and site improvements for industrial parks.

EXISTING CONDITIONS AND TRENDS:

As of 1990, there exists within the city limits, 17.1 miles of maintained city streets, 1 mile of State Highway, and numerous miles of alleys.

In 1987, the Holt Group, Inc., at the request of the City Council, reviewed the condition of the existing city-maintained streets. Their conclusion was that city streets range from good to some streets requiring total reconstruction. In their opinion, approximately 35% of the street pavement, in the study area considered, was in need of reconstruction.

> NOTE: For the benefit of the reader, the technical report, project #87095.e, was prepared by the Holt Group, Inc. in February 1988, and is available from the City, as a technical Report.

REGIONAL TRANSPORTATION LINKS:

The City of Holtville is currently linked to other cities in the Imperial County, in the Southern California Region, by means of federal and state highways as well as by County roads.

A. Freeway/Highway:

Interstate 8: This is an Interstate freeway, which is located approximately three (3) miles south of the City, and provides for east and west traffic linking the City with San Diego and Yuma, Arizona. Interstate 8 further ties into Highway 111 and Route 86, which provides access to the Calexico/Mexicali areas, as well as the Indio and Los Angeles areas. Access to Interstate 8 from Holtville is via Cedar Avenue which, upon leaving the city limits, is designated as Orchard Road. Access is also available by means of Bonds Corner Road which, in the City is Walnut Ave.

Highway 111: This northern route is six (6) miles west of the City and extends from Calexico, at the international border, to Indio, Palm Springs and Los Angeles.

Route 80: This east-west route, also referred to as Evan Hewes Highway, provides the direct link to El Centro and Highway 111 and, to the east links with Interstate 8.

Route 115: This north-south route is approximately one and a half (1 1/2) miles west of the City, and extends from Evan Hewes Highway north to the eastern portion of the Imperial Valley, to Brawley. In Brawley, the traveler has the option of selecting Highway 111 on the north shore of the Salton Sea, or

the newly expanded Highway 86 along the south shore of the Salton Sea to the Indio and Los Angeles areas.

B. Airports:

The primary airport serving the Imperial Valley, and thus of course the City of Holtville, is the Imperial County Airport, located in the City of Imperial, north of the City of El Centro. While there are other airports in the County, this is the only one with scheduled air carrier services.

The airport currently has one major air carrier providing scheduled service. The Imperial County Airport is currently unsuitable for large jets and a number of factors may forestall expansion of the airport into a major air traffic terminal.

The Naval Air Facility, located approximately twenty (20) miles west of Holtville, could serve as a suitable jet transport area, if it were no longer needed by the military. Additionally, the County of Imperial, in conjunction with the County of San Diego, is presently studying the feasibility of establishing a regional airport within the County. This study is as of yet, incomplete. Upon completion the study will be available through the County Administrative Office.

C: Railroads:

The City does have rail service on a limited basis at this time through a rail link to the City of El Centro, which connects with Southern Pacific. The City is very much in support of not only maintaining this link but also any rail expansion which further enhances transportation accomodations for industrial and non-industrial users.

CITY CIRCULATION SYSTEM:

This General Plan recommends that the City adopt a street system which serves as a master plan for streets and highways. In order to accomplish the objectives and policies of the general plan **(Figure C-1)**, the following street types, are herewith established;

A. Alley's:

In the past alley's were a standard requirement for all residential, commercial and industrial developments. Presently, however, alley's no longer appear to be a necessary or integral part of such developments, and therefore, need minimal attention. The City will only require alley's if a specific need dictates.

B. Local Streets:

These provide for direct access to property by local traffic. They are typically constructed by the developer in the implementation of a new development. They serve however, as the main access point for most of the residential and business areas.

C. Collector Street:

This type of street collects and distributes traffic to and from major highways and local streets. Collector streets serve secondary traffic generators such as shopping, business centers, schools, parks, and high density residential areas.

D. Arterial Streets:

These are intended to provide for the movement of through traffic between major traffic generators such as the civic center, central business district, and other commercial centers and distribute traffic from freeways to less important arterials.

E. Scenic Highways:

These are designated to preserve study corridors, recreational routes, or areas of special design and concern. The City of Holtville has no designated "Scenic Highways" at this time. **Figure C-3** indicates scenic highways in the Southern California region.

F. Highways:

These street systems are designed to provide for through traffic, between local areas and across the city and freeways. These are controlled access routes which provide for major intra and inter-regional travel. They are corridors which accommodate trips at the highest speeds that access from only selected links.

ALTERNATIVE MODES OF TRANSPORTATION:

In addition to conventional automobile transportation systems, other forms of movement throughout the City are, of course, available. These include walking, bicycling, and the use of transit systems, where feasible **(Figure C-2)**.

A. Pedestrian Circulation:

This is best provided by sidewalks adjacent to city streets, as well as within parks. On some streets, pedestrian usage is limited because of automobile circulation. It is intended that all new developments provide the proper sidewalks or other pedestrian walkways for the movement of pedestrians.

B. Bikeway System:

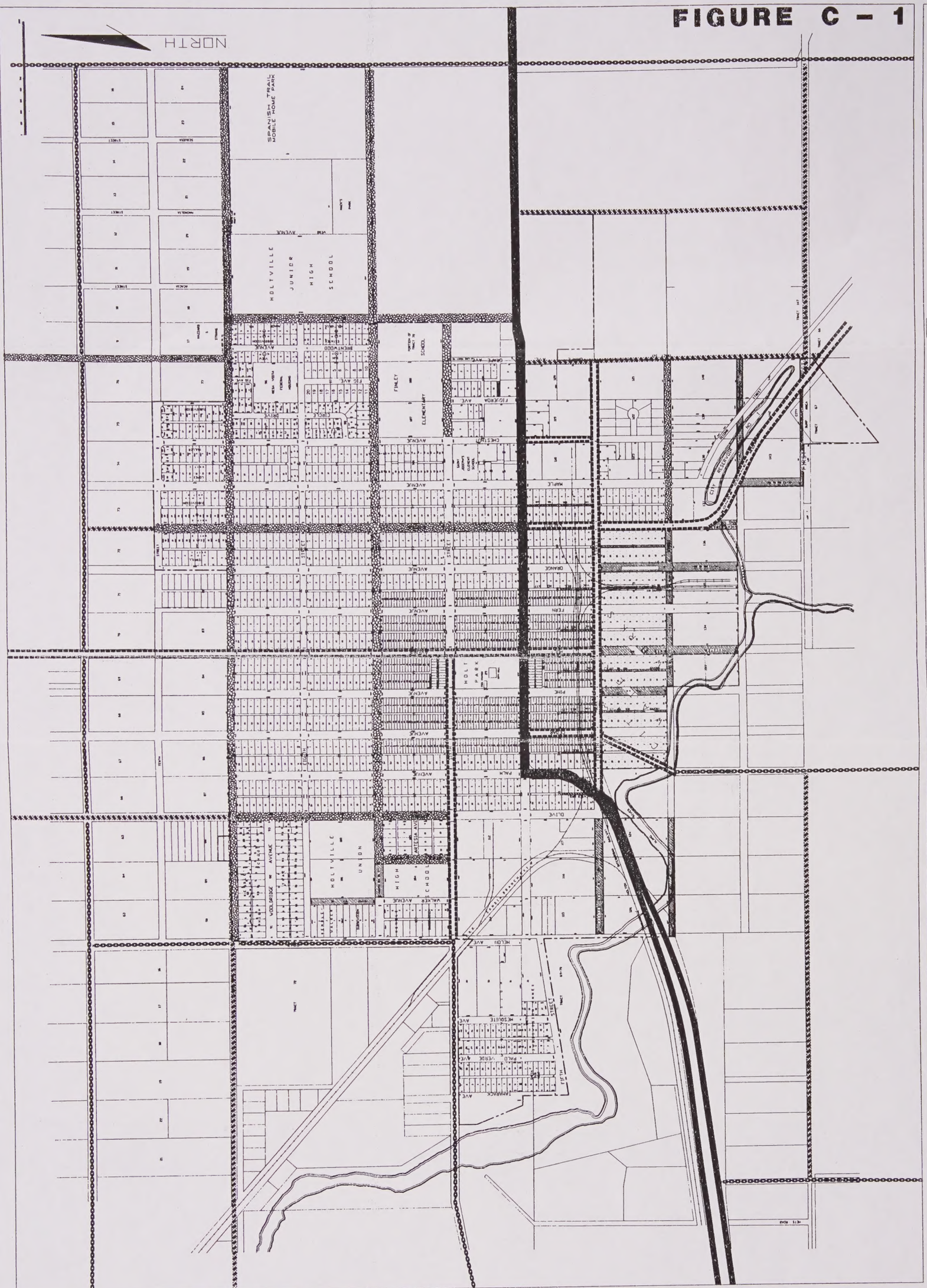
The use of bicycles is another effective and desirable alternative form of transportation which may become more popular in the future. In the City of Holtville distances are reasonably short, and with the exception of the hot summer months, bicycling as a mode of transportation is feasible and should be encouraged, and the establishment of a bikeway system of designated bikeway paths, are a desirable goal of the City. To implement and upgrade a proper bikeway system will require community support and obvious costs.

C. Public Transit:

The City of Holtville, at this time, is not large enough or dense enough to warrant a fixed right-of-way transit system. Some limited public transit services are offered either by private sector or under contract with other public agencies. The fares vary based on the area of service and the distance traveled. There are a number of small scale programs to provide public transit being reviewed through the IVAG system. Additionally, taxi cabs do provide a limited amount of service to the City.

Public transit systems will, however, become an important consideration as the City develops, and a virtual necessity when the City encompasses the planning area shown within the **Planning Area Land Use Diagram (LU-2).**

FIGURE C – 1

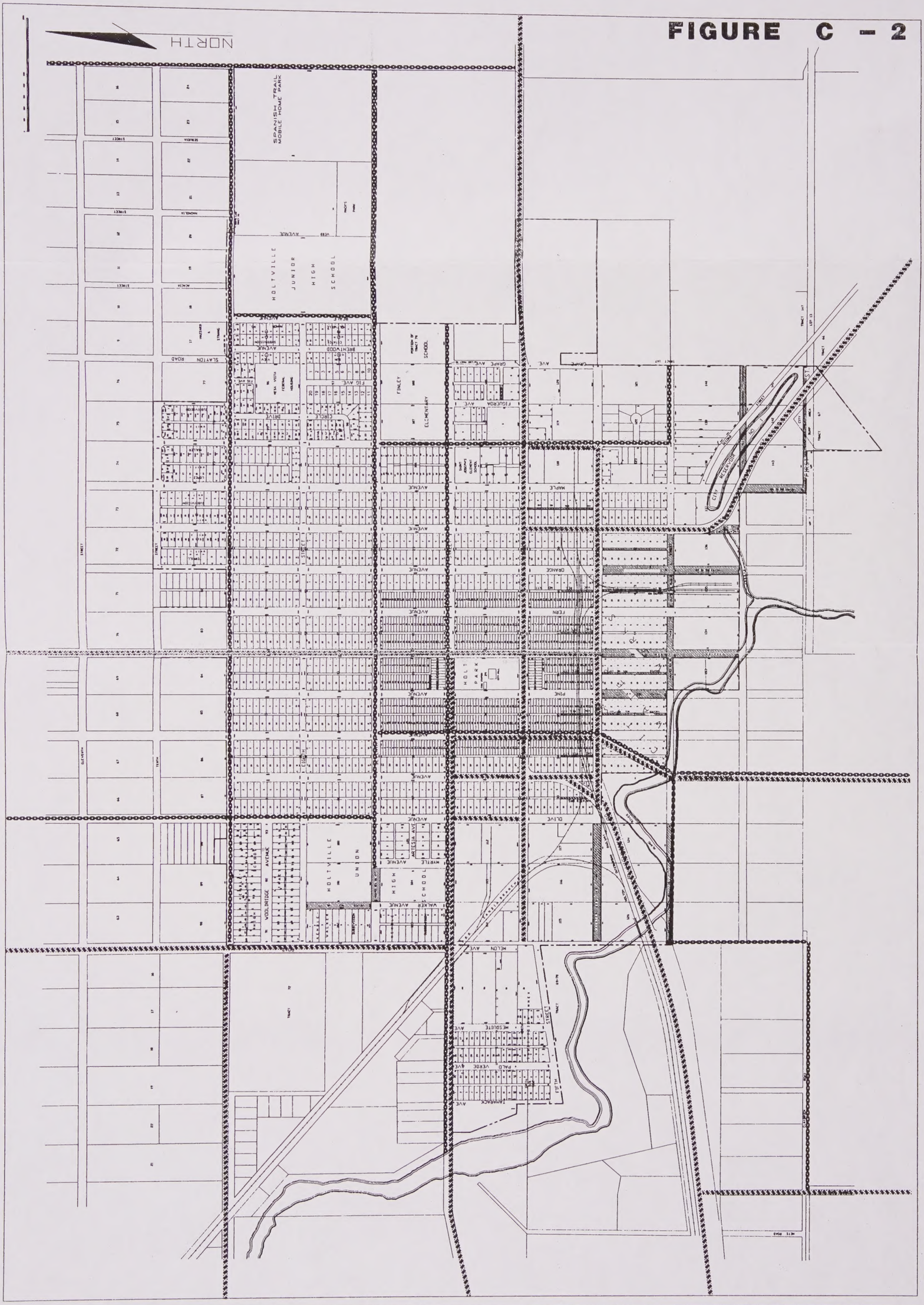


CIRCULATION PLAN for the City of HOLTVILLE

IMPERIAL COUNTY CALIFORNIA

prepared by JURG HEUDERGER, consultant

FIGURE C - 2



KEY

- STATE / FEDERAL HIGHWAY
- COUNTY ROAD
- ARTERIAL STREET (existing)
- ARTERIAL STREET (proposed)
- COLLECTOR STREET (existing)
- SCENIC/RECREATION ROUTE
- TRUCK/HEAVY TRAFFIC ROUTE
- BICYCLE ROUTE

SPECIAL CIRCULATION PLAN for the City of HOLTVILLE

IMPERIAL COUNTY CALIFORNIA

prepared by JURG HEUBERGER, consultant

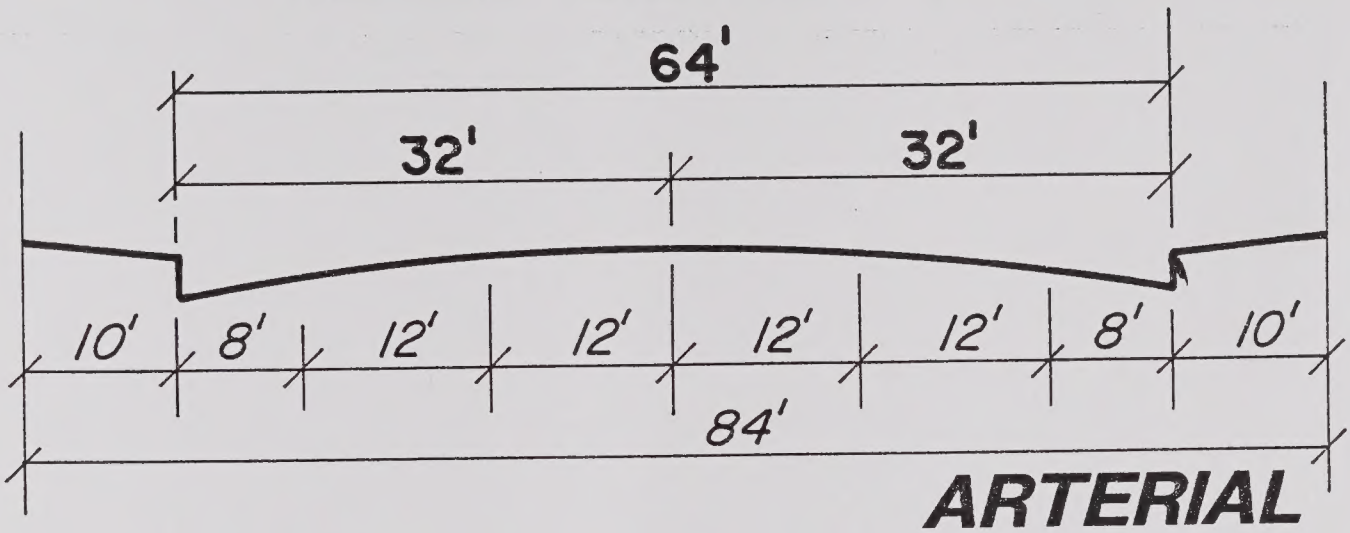
CALIFORNIA SCENIC HIGHWAY SYSTEM

HOLTVILLE

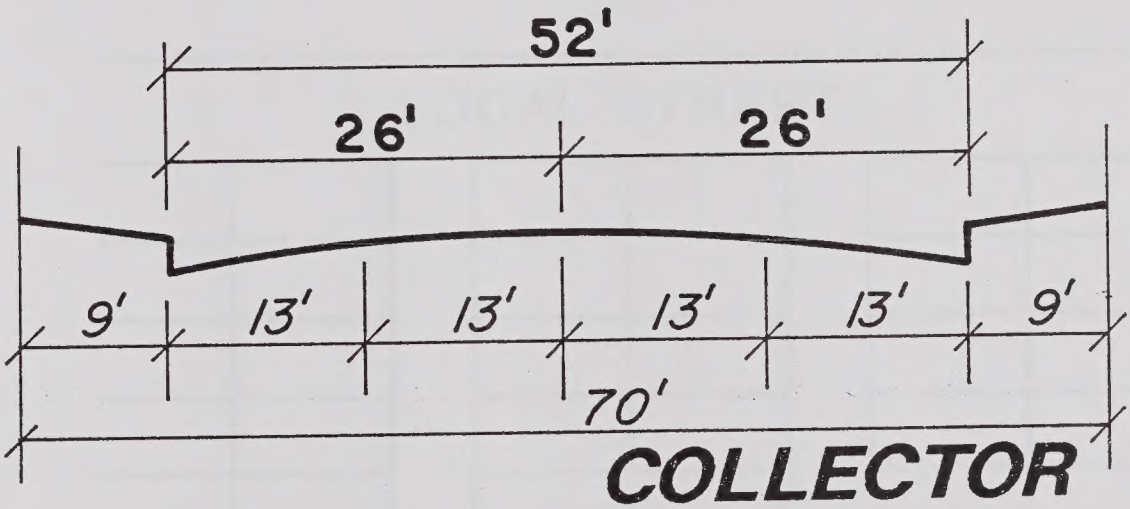
FIGURE C - 3



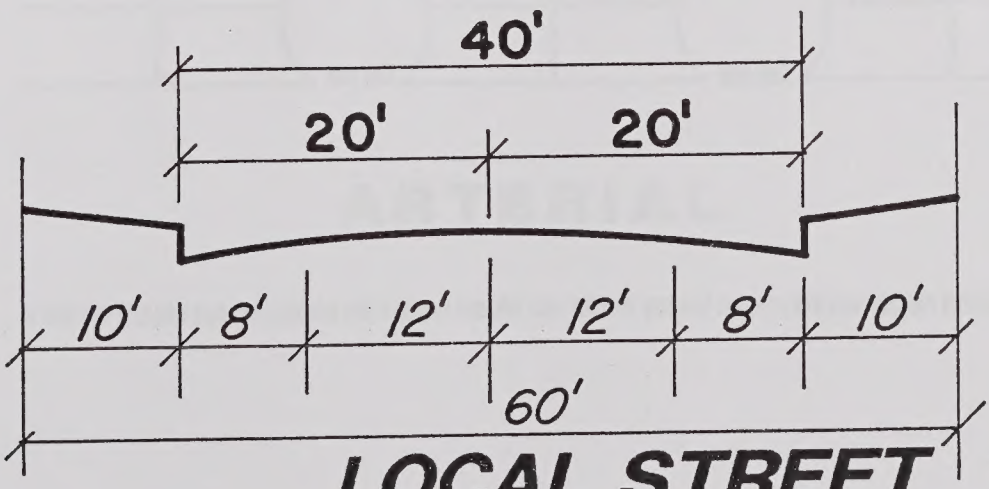
STREET SECTION STANDARDS



ARTERIAL



COLLECTOR

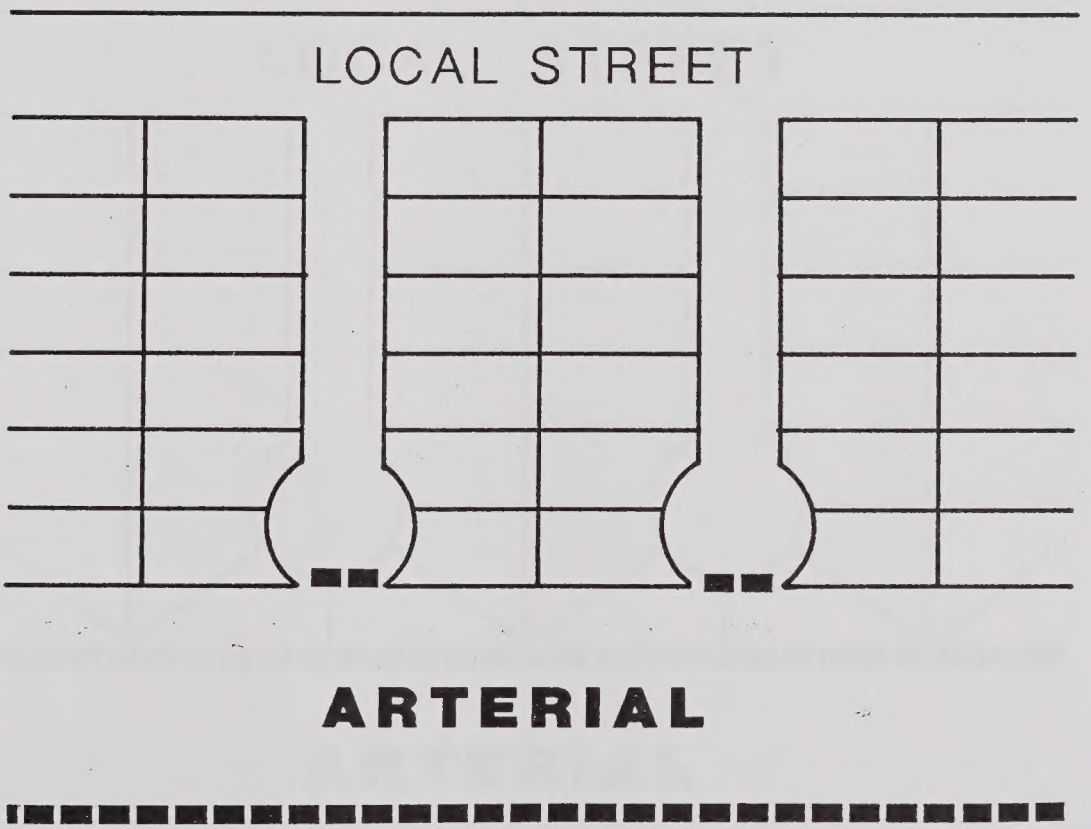


LOCAL STREET

FIGURE C - 4

LIMITING ACCESS TO ARTERIALS

(EMERGENCY ACCESS CUL-DE-SACS)

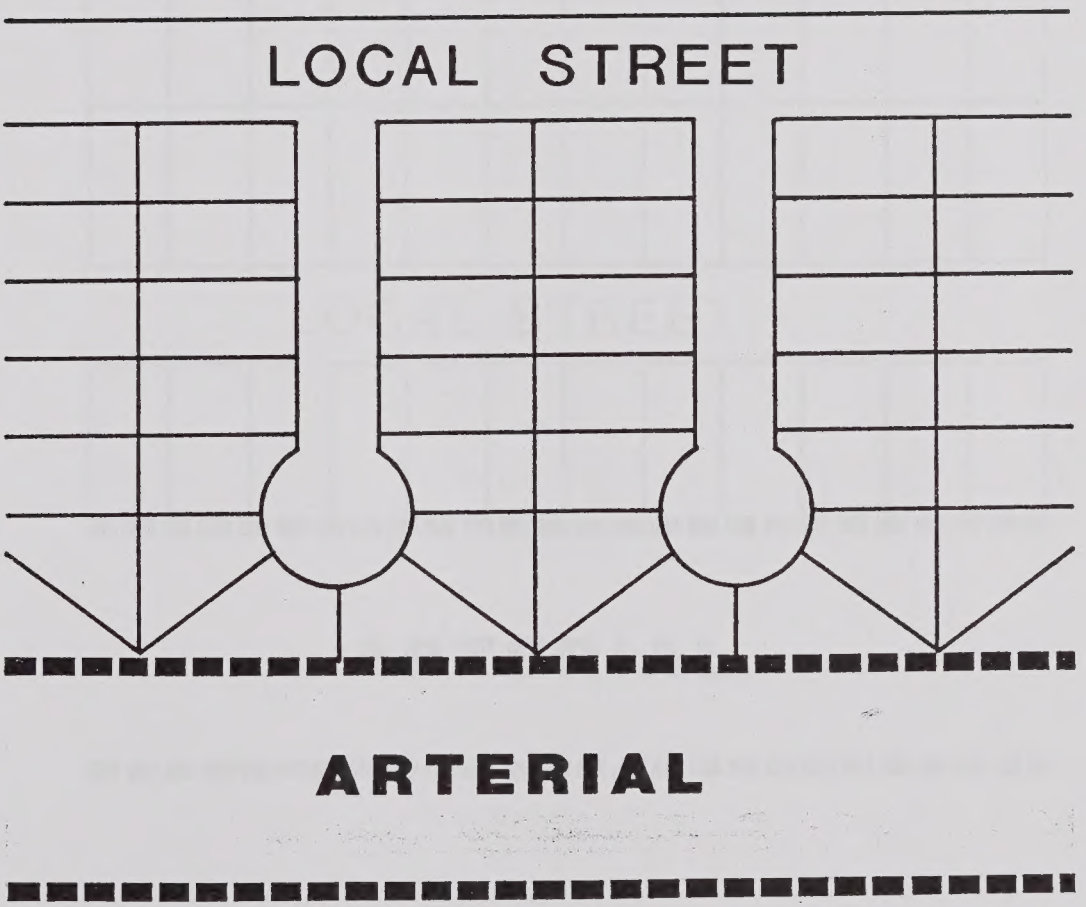


HOLTVILLE

FIGURE C - 5

LIMITING ACCESS TO ARTERIALS

(CUL-DE-SACS BACK UP TO ARTERIAL)

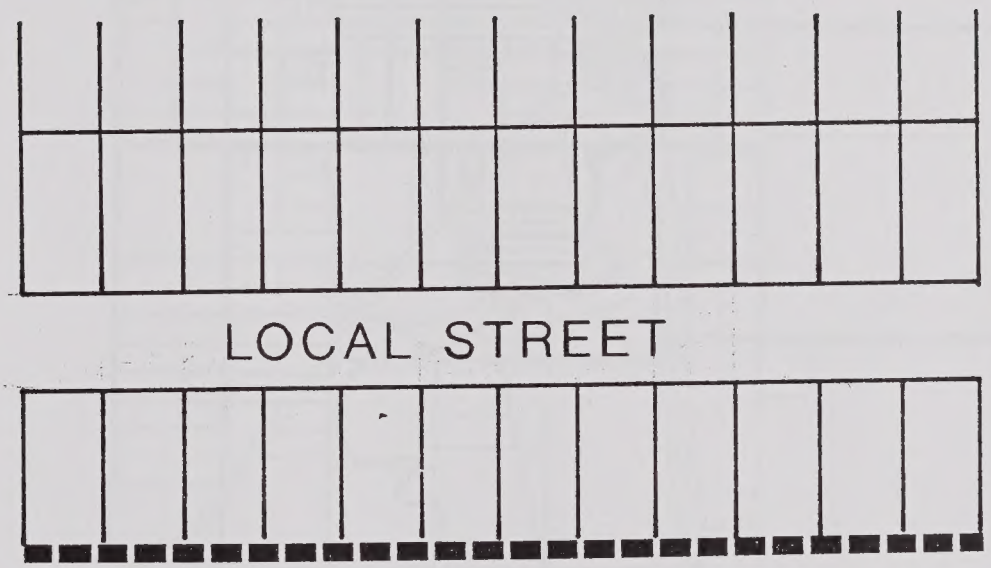


HOLTVILLE

FIGURE C - 5

LIMITING ACCESS TO ARTERIALS

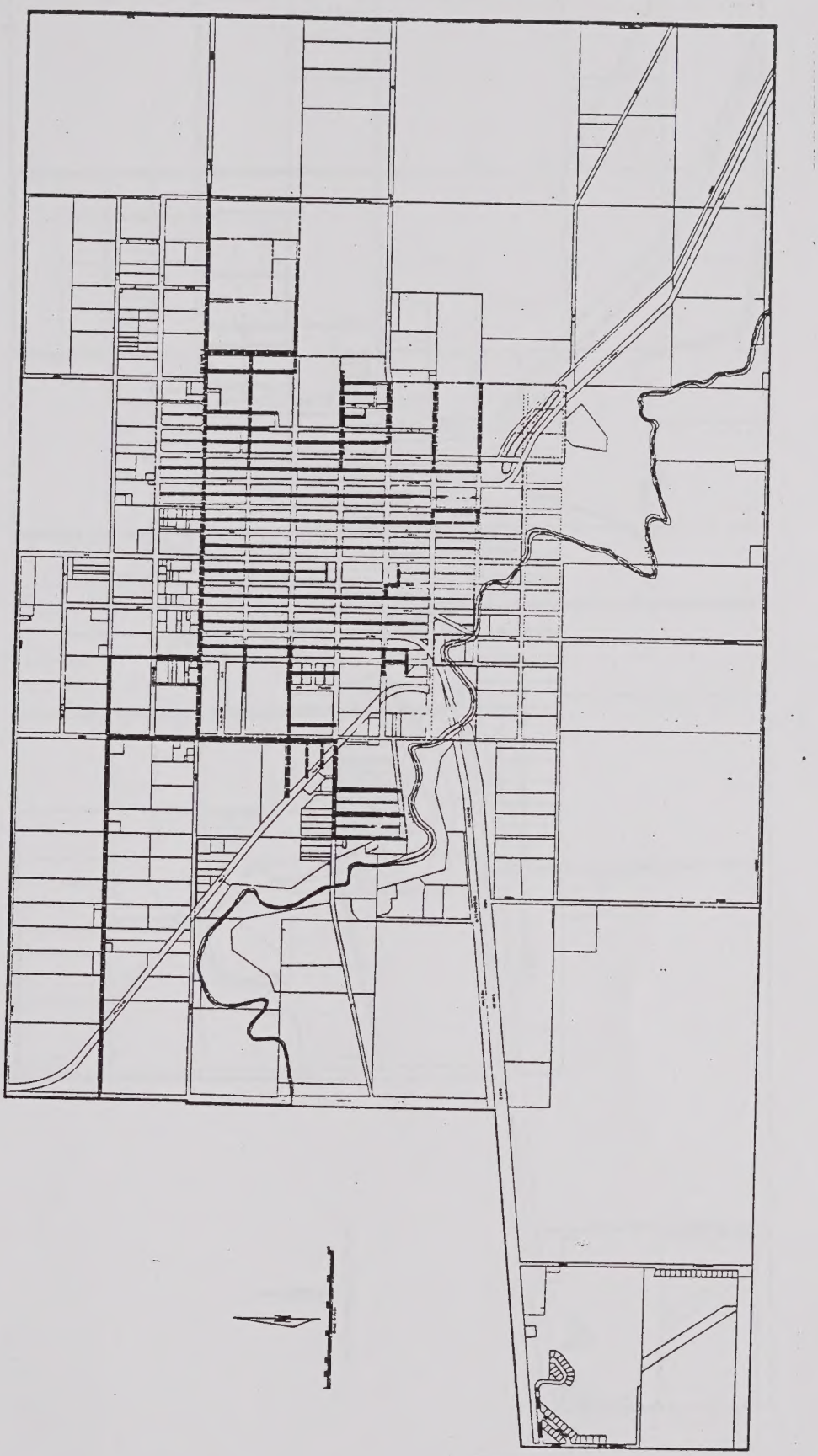
(LOT BACK-UP TO ARTERIAL)



HOLTVILLE

FIGURE C - 5

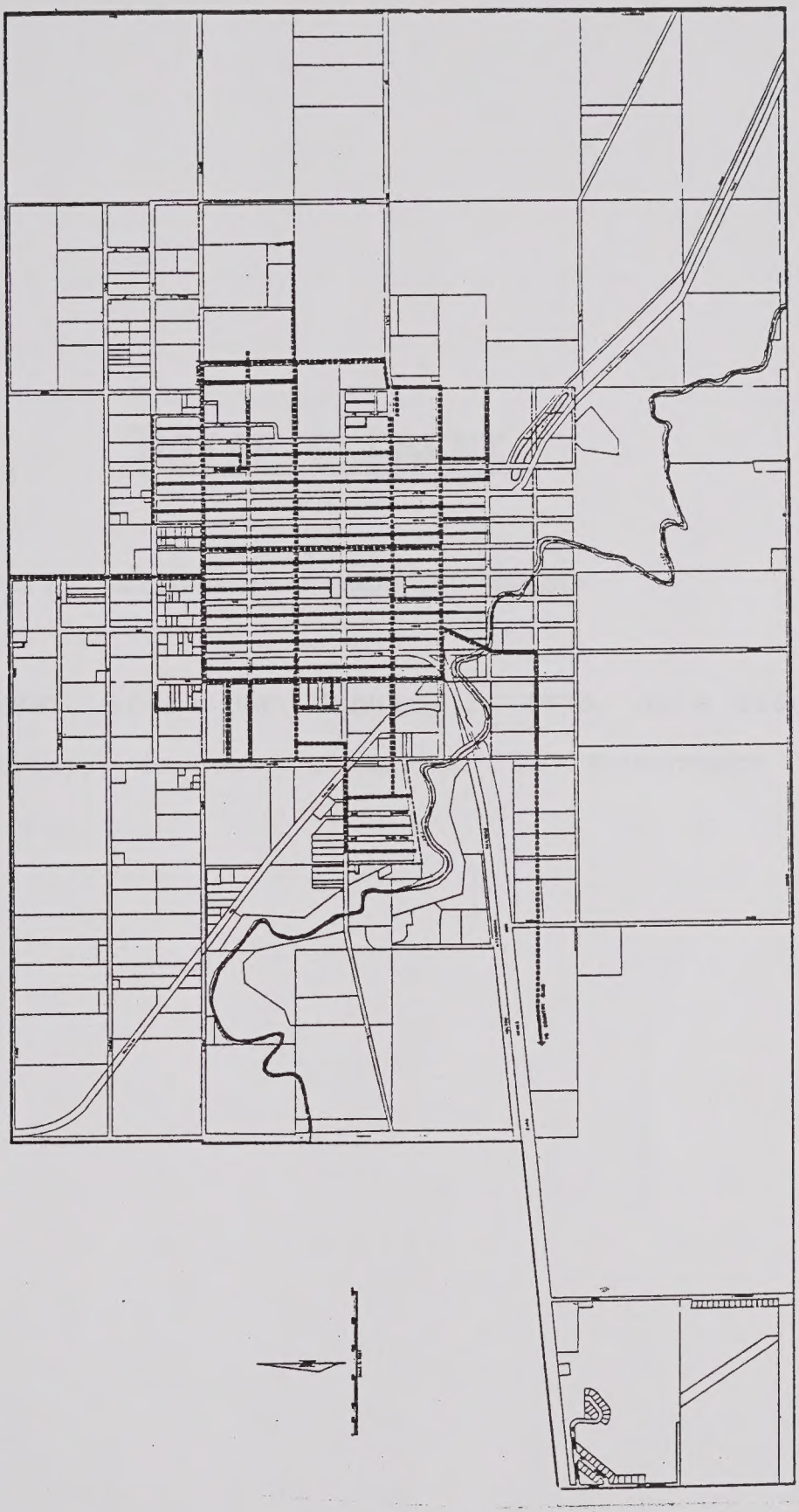
MAJOR SEWER LINES (existing)



HOLTVILLE

FIGURE C - 6

WATER LINES (existing)



HOLTVILLE

FIGURE C - 7

NOISE ELEMENT

NOISE is generally defined as **"UNWANTED SOUND"**

The **NOISE ELEMENT**, effective January 1, 1976, as a result of SB860 (Beilenson), is now contained in Government Code, Section 65302.(f).

INTRODUCTION:

The purpose of the Noise Element is to identify existing and future noise environments so that the land uses can be adequately designed and organized in a manner to minimize the community exposure to excessive noise levels. The Noise Element establishes policies and criteria to avoid the adverse effects which can result in excessive noise; reduction in property values, disruption of social and economic cohesion and in some cases a degradation of physiological stability as well as physical health.

The overall objective of this Element is to establish a program to preserve the City's environment by controlling harmful and annoying noise for the benefit of existing as well as future generations.

ISSUE:

The size and complexity of the City currently present few substantial noise generators except for some isolated but identified highways and industrial areas. However, with growth, with extended commercial/industrial areas and an expanded transportation network, there is the potential for adverse noise incompatibilities.

Furthermore, with increased interest by Federal and State Health Agencies as well as legislative attention, noise control is and will be an issue that must be adequately addressed and controlled.

GOAL:

(1) Provide residential areas with an adequate noise conscious environment that provides both indoor and outdoor acceptable noise limitations.

(2) Develop a system for abating excessive noise exposures, and maintain a separation where noise generation cannot be mitigated through a combination of economically effective mitigation measures.

POLICIES:

The City shall:

(1) Protect noise sensitive area(s), (existing and future) through implementation of accepted noise attenuation standards.

(2) Provide/maintain or require that, residential areas not exceed 60 db(A) CNEL outdoor levels.

(3) Provide/maintain or require that where residential developments are subjected to outdoor CNEL levels in excess of 60 db(A), modifications shall be required and implemented to reduce interior noise levels to 45 db(A) or less. Particular attention shall also be given to noise sensitive spaces such as bedrooms and living rooms.

(4) Develop and implement a Zoning Ordinance that incorporates standards and procedures to enforce compliance with the intent of the Noise Element.

(5) Work with developers, particularly commercial and industrial, to incorporate noise abatement technology, where feasible, in the earliest stages of their design and project reviews.

(6) Carefully review all proposed land uses to minimize incompatible noise levels or noise operator versus noise sensitive uses.

(7) Require maximum noise level standards for various land uses as follows:

(a) Maximum acceptable outdoor noise exposure level for rural and single-family residential areas is 60 db(A) CNEL.

(b) Maximum acceptable outdoor noise exposure levels for multiple-family (4 units or more) residential areas is 65 db(A) CNEL, except that compliance with CCR standards is required.

(c) In the event that outdoor noise levels cannot be met or mitigated to the levels specified, indoor noise levels for all residential uses shall not exceed 45 db(A) CNEL.

(d) Maximum acceptable <u>outdoor</u> noise levels for churches, schools, libraries, hospitals, nursing homes and park/recreational areas shall not exceed 70 db(A) CNEL.

(e) While rural residential areas are limited to 60 db(A) CNEL, the acoustical excessive noise impacts created through accepted farming practices such as aerial application, the use of heavy farm equipment shall not constitute a nuisance or infringement of the standard.

(f) Noise levels for industrial and commercial areas shall comply with established CAL-OSHA/OSHA standards/regulations and/or other health and safety standards.

The Noise Element, therefore, identifies and analyzes noise contours, and noise sensitive receptors within the City of Holtville. It provides acoustical standards as well as any future noise contours. (Reference **Figure N-1**)

IMPLEMENTATION PROCEDURES/ALTERNATIVES:

The City can utilize a number of procedures, as well as alternatives, to mitigate and assure compliance with acceptable noise standards. Development standards should be applied to all future projects during the earliest stages of development, and review processes should include the following:

(1) Whenever a development proposes what will result in existing or future noise sensitive areas being subjected to noise levels in excess of 60 db(A) CNEL or greater, the City should require an acoustical analysis.

(2) If the acoustical analysis shows that noise levels within any residential or any other noise sensitive area will exceed 60 db(A) CNEL, the development shall not be approved unless the following findings and/or conditions are made:

(a) If, with noise abatement technology, it is not possible to reduce the exterior noise level to 60 db(A) CNEL or less, then modifications to the development will be made which will at least reduce the exterior noise level to a maximum extent feasible and, at the same time, reduce interior noise levels to 45 db(A) CNEL or less.

(b) Modifications to the development have been or can be made which will reduce exterior noise levels to 60 db(A) CNEL or less.

(c) If the development proposes limited exposure to exterior noise levels in excess of 60 db(A) CNEL but less than 65 db(A) CNEL, exception to the standards can be made. If the area that is exposed to the higher noise level can be demonstrated to be appropriate or acceptable for these as proposed by the project proponent, the City can make adequate findings.

Based on the acoustical analysis, there are a number of mitigation measures that may include but are not limited to the following:

(1) Revise, correct or design siting of building so as to minimize noise impacts.

(2) Provide for the use of "berm" embankments, landscaping, set-backs, or other sound attenuation barriers. Provide acceptable CNEL contours.

(3) Insulate buildings against noise through thicker than standard glazing, additional insulation, and mechanical ventilation.

(4) Provide noise barriers, such as Plexiglass on exterior balconies, or provide additional landscaping by the appropriate use of trees and shrubs.

(5) Where feasible, reduce the noise intensity and/or frequency of the generator which may also include limited hours of operation.

The City may also consider other procedures which are practical and provide an effective noise reduction measure. These can include:

(1) Improved traffic circulation patterns.

(2) Reduced speed limits, particularly in noise sensitive areas.

(3) Establish certain time limitations on particularly high noise activities.

(4) Establish operating hours, particularly for the uses of City equipment, such as street sweepers, and/or garbage collection systems.

STATE/FEDERAL PROGRAMS:

Motor Vehicle Codes:

The California Highway Patrol enforces the Motor Vehicle Code which sets the noise level limitations for all vehicles operating on California Highways.

California Code of Regulations:

CCR Title 25, enforced typically through the City's Building Inspection program, provides the noise insulation standards for new hotels, motels, apartment houses, condominiums, and dwellings, other than single-family dwellings.

For the above uses located within the 60 db(A) CNEL contours, it is required that an acoustical analysis show that the interior noise level will not exceed 45 db(A) CNEL. Additionally, it also requires that party walls have sound transmission class (STC) of 50 or more, and that party floor assemblies shall have an STC of 50 or more and an impact insulation class II-C of 50 or more. This analysis is typically required to be performed by qualified acoustical consultant(s) and reports must be submitted along with building plans.

Noise Control Act of 1972 (Federal):

The Federal Noise Control Act of 1972 is implemented by the Environmental Protection Agency (EPA) which determines the allowable noise levels for medium and heavy trucks, buses and some household equipment.

Occupational Safety and Health Act (OSHA):

The Occupational Safety and Health Act (OSHA) determines noise exposure limitations in the work place. In the State of California, this act is administered by CAL-OSHA. The City can, in the process of implementation for this Element, request the assistance of CAL-OSHA in determining acceptable standards and/or mitigation measures.

Federal Aviation Act of 1958:

The Federal Aviation Act of 1958, administered through the Federal Aviation Administration (FAA) which issues federal air regulations (FAR), also sets noise limitation for private and commercial aircraft. It must be recognized, however, that Military aircraft are not subject to these regulations.

RELATIONSHIP OF NOISE ELEMENT TO GENERAL PLAN:

The Noise Element is designed to reduce the potential land use conflicts caused by growth-related noise. The State Law, through Government Code Section 65302(f), mandates that the Noise Element be adopted in conjunction with, and as an integral part of, the City's General Plan.

The Noise Element shall conform to the guidelines adopted by the Office of Noise Control, pursuant to Sections 46050.1 of the Health and Safety Code. The Noise Element is closely related to the other elements of the General Plan but, in particular, the Land Use, Circulation and Housing portions of the General Plan.

As an example, the Land Use Element defines the location and intensity of land uses while the Circulation Element identifies transportation corridors and the needs to service the various land uses in the City.

The effects and inter-relationship of these elements all combine with the Noise Element to establish acceptable transportation systems and land uses that are properly designed, and also provide compatible noise levels.

Noise Definition/Standards:

The City of Holtville has variable levels of noise in terms of both intensity as well as duration. Typically, noise is created by the operation of mechanical equipment such as transportation and production. Some land uses are more tolerant than others.

Noise is commonly defined as "unwanted sound". It is measured and evaluated based on COMMUNITY NOISE EQUIVALENT LEVELS (CNEL). This is an average noise level based on the average energy content of sound. The measurement is read in db(A) (decibels, A-weighted), which is a unit of measurement of sound pressure ratio. "A" weighting is used to approximate the frequency of sound to which the human ear responds which is relatively less sensitive to low frequency sound.

Experiments and studies have shown that a person's sleep level is severely altered when exposed to noise above 55 db(A) CNEL. These studies further indicated that, in order to ensure noise uninterrupted sleep, noise levels should not exceed 35 db(A) CNEL when measured inside.

As a result, recent State Standards including Health Standards, require and suggest that exterior noise levels for residential areas not exceed 60 db(A), while interior noise levels should be curtailed at 45 db(A).

EXISTING CONDITIONS AND TRENDS:

The City of Holtville has few primary noise generators. At the present time, noise is primarily generated along traffic corridors such as; 4th Street, 5th Street, and Holt Avenue. These transportation corridors also vary widely and largely depending upon the farming seasons and holiday impacts.

Some additional noise generation can be attributed to the agricultural trucking plants and truck distribution terminals.

A recent noise survey indicates the highest noise levels are along 5th Street, Holt Avenue, and 4th Street. Very few readings above 55 db(A) were found in residential areas during daylight hours. Typical evening hours showed sound intensities well below 50 db(A).

Some noise readings in excess of 70 db(A) ranging to a high of 85 db(A), were found along major street intersections and heavy truck service areas. For the most part, current noise levels within the City's residential areas are acceptable, and only occasional noise impacts occur in these residential areas.

Projected Noise:

With the expansion to the City, the most obvious potential noise problems relate to traffic which include, street vehicles as well as rail and air. Obviously, the City of Holtville will experience a broader range of traffic induced noise levels if traffic counts increase proportionally to population and industrial expansion.

It is anticipated that those streets and highways already identified as potential noise sources will expand the noise contour area. In the near future it does not appear that additional routes or streets will qualify as substantial tributaries. However, careful review of noise impacts must be given along major arterials and collectors, particularly with development in the projected planning area. Of particular concern would be Evan Hewes Highway, Orchard Road, Holt Road, and Zenos Road.

Railroad Operations:

With regard to railroad operations, although the City does have a limited amount of rail activity, it does not appear that expansion of this service is imminent. In fact, it is forecast to be substantially reduced. Therefore, rail activities will not be a contributor to additional noise.

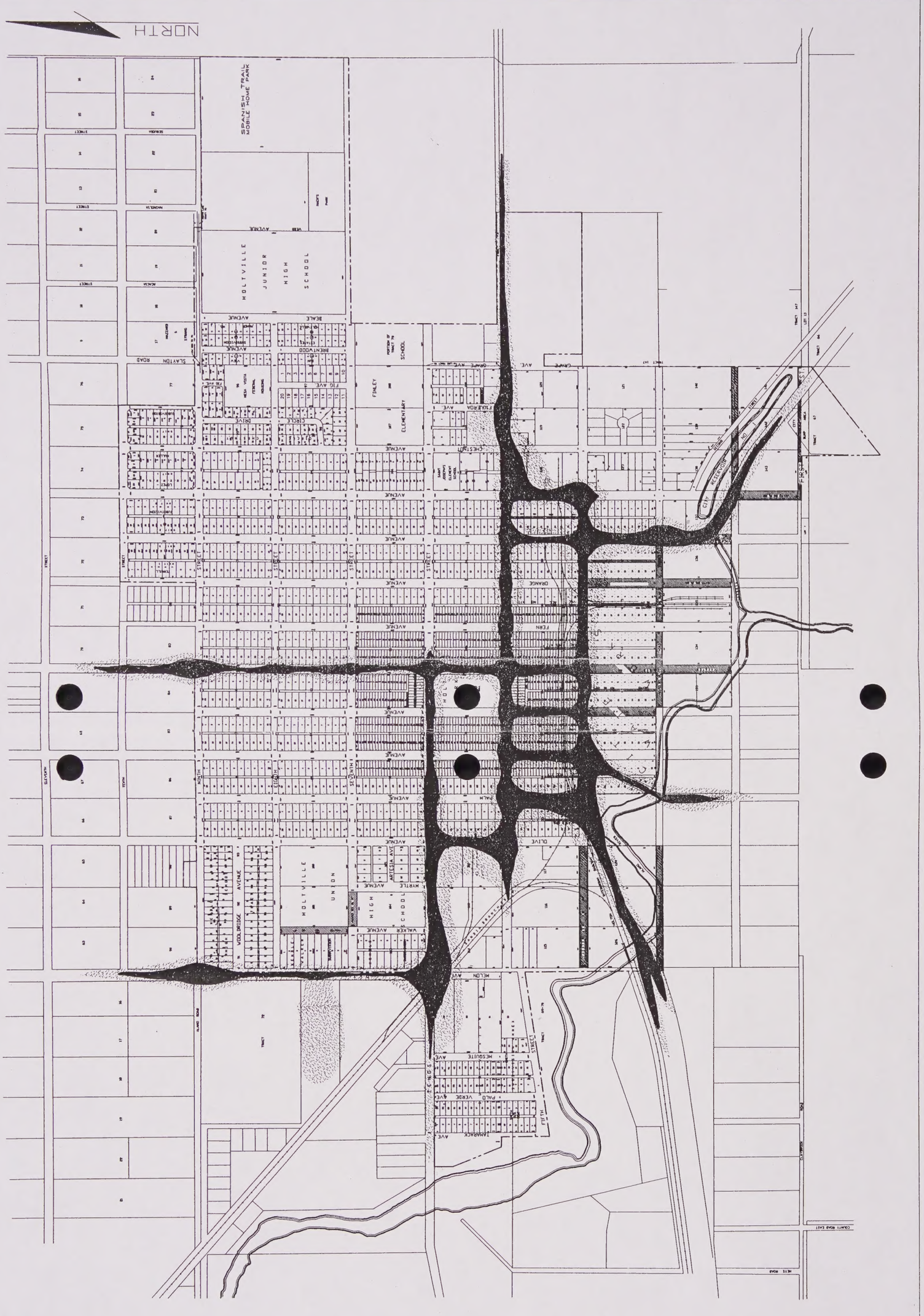
Aircraft Operations:

Since the City of Holtville does not have, within or adjacent thereto an airfield, there is no aircraft related noise source. The City will, of course, have aircraft overflight noise related to Military as well as Commercial aircraft. Again, this is not anticipated to be a major problem.

Industrial/Commercial Areas:

Within this Element the City envisions substantial growth, and while the **Planning Area Land Use Diagram (Figure LU-2)** attempts to locate compatible land uses with each other and considered the location of adequate circulation routes, it is imperative that the City address noise concerns early in project reviews. Even if land use separation reduces some obvious noise concerns, noise within industrial areas, noise between adjacent land use categories and noise from circulation routes must be mitigated not just for regulatory reasons but to protect the health of the public.

FIGURE N - 1



KEY

- < 45 dba
- 45 - 50 dba
- 50 - 60 dba
- > 65 dba

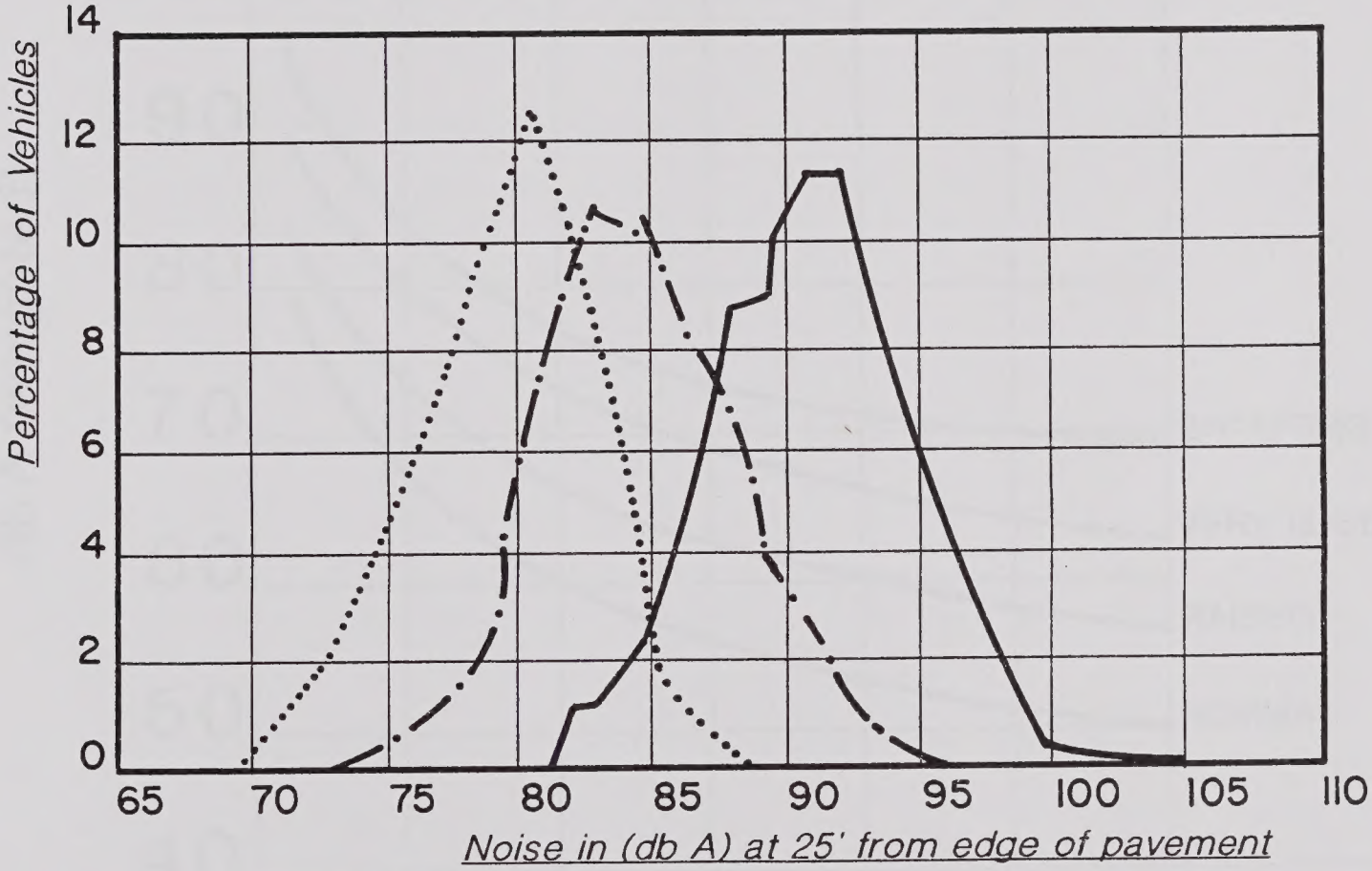
NOTE: All contours shown are approximate only. An accurate noise analysis may be required for any project.

NOISE CONTOUR PLAN for the City of Holtville

IMPERIAL COUNTY CALIFORNIA

prepared by JURG HEUBERGER, consultant

NOISE DISTRIBUTION CURVES

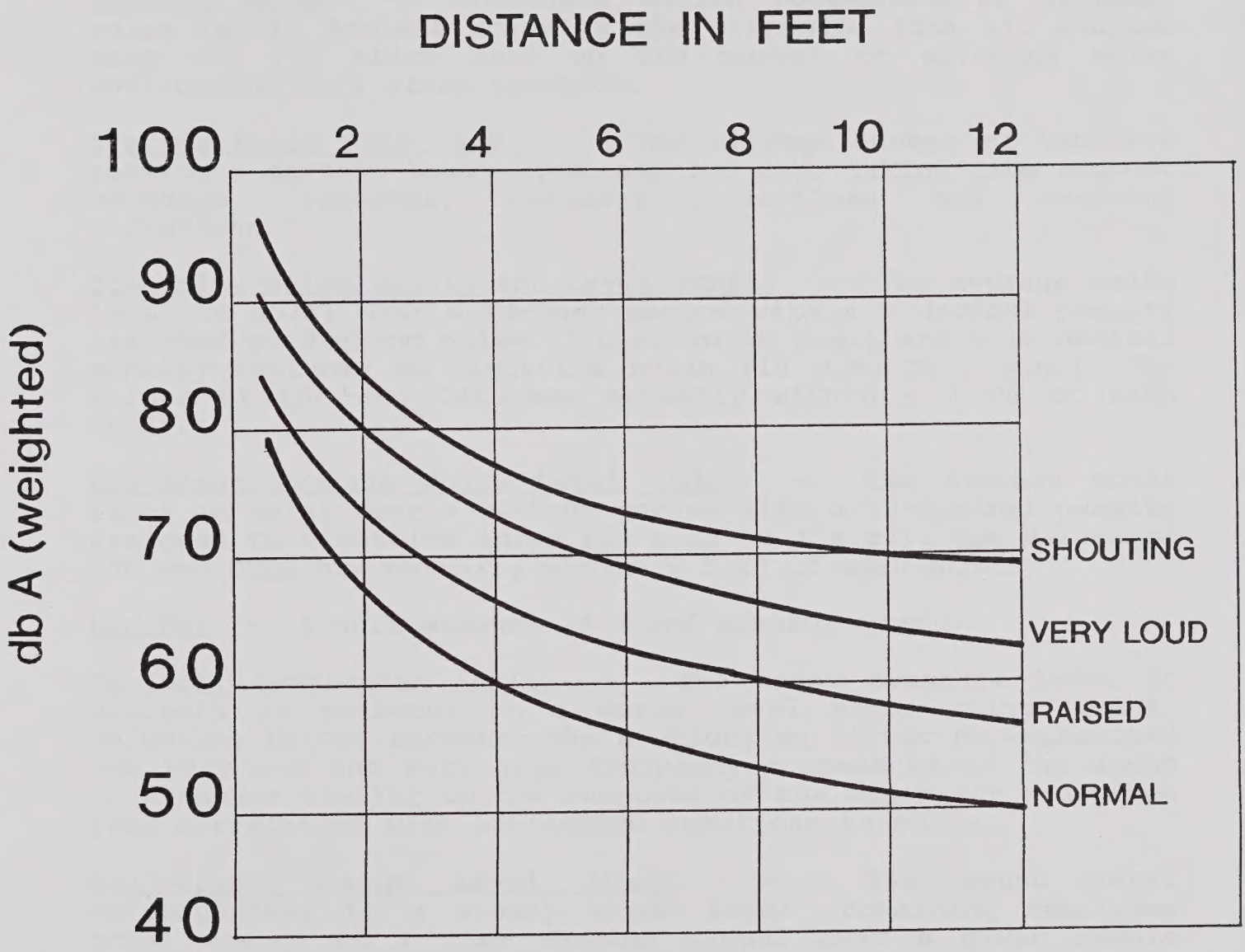


AUTOMOBILES	GAS TRUCKS	DIESEL TRUCKS
.....	-·-·-·-	———

HOLTVILLE

FIGURE N - 2

NOISE INTERFERENCE FOR CONVERSATIONS



HOLTVILLE

FIGURE N - 3

TABLE N-A

DEFINITION OF TERMS IN

NOISE ELEMENT

Ambient Noise - Sometimes called background or residual noise level. Ambient noise is the composite from all sources near and far which make up the normal or existing noise environment at a given location.

Average Daily Trip (ADT) - The average number of vehicles passing a certain location on any one day, taking into account weekdays, weekends, holidays, vacations and seasonal variations.

Community Noise Equivalent Level (CNEL) - The average noise level in db(A) over a 24-hour period with a 5 decibel penalty assigned to evening noise (7 p.m. to 10 p.m.) and a 10 decibel penalty assigned to nighttime noise (10 p.m. to 7 a.m.). The values of Ldn and CNEL are normally within $\pm$ 1 dB of each other.

Day-Night Average Noise Level (Ldn) - The average noise level in db(A) over a 24-hour period with a 10-decibel penalty assigned to nighttime noise (10 p.m. to 7 a.m.). The values of Ldn and CNEL are normally within $\pm$ 1 dB of each other.

Decibel - A unit measure of sound pressure ratio.

Decibel, A-Weighted (dB(A) - The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

Equivalent Energy Level (Leq) - The sound level corresponding to a steady sound level containing the same total energy as a time varying signal over a given sample period.

Excedance Percentile (Ln) - The sound level exceeded for a certain percentage of the total time period.

Frequency - Number of complete oscillation cycles per unit of time. The unit of frequency often used is the hertz (Hz).

Hertz - Unit of frequency equal to one cycle per second.

Intrusive Noise - That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency and time of occurrence, tonal or informational content, and the level of the prevailing ambient.

Noise Contours - Lines of equal noise impact. Noise contours are normally drawn at 5dB intervals.

Noise Sensitive Area - The site of any residence, hospital, school, library or similar facility where quiet is an important attribute of the environment.

Sound Level - The quantity in decibels measured by a sound-level meter satisfying requirements of the American National Standard Specifications for Sound Level Meters S1.4-1971. Sound level is the frequency-weighted sound pressure level obtained with the standardized dynamic characteristic "fast" or "slow" and weighting A or C; unless indicated otherwise, the A-weighting is understood. The unit of any of the sound levels is the decibel. The A-weighting makes the sound-level meter relatively less sensitive to low-frequency sound, somewhat in the way the ear is progressively less sensitive to sounds of frequency below 1 kHz. The weighting gives the sound-level meter a constant sensitivity in the frequency range 32 to 8000 Hz.

Sound Pressure Level - Twenty times the logarithm to the base 10 of the ratio of the sound pressure to the reference pressure, which is 20 micropascals (20 Pa). Measures in units of dB.

TABLE N-B

SOUND INSULATION FACTORS

BY BUILDING TYPE AND WINDOW CONDITIONS

Building Type	Window Condition	Noise Reduction
All	Open	10 dB(A)
Light Frames	Ordinary Sash	
	Closed	20 dB(A)
	w/Storm Windows	25 dB(A)
Masonry	Single Glazed	25 dB(A)
Masonry	Double Glazed	35 dB(A)

SOURCE: Imperial County Planning/Building Department

TABLE N-C

NOISE REDUCTION PROVIDED BY COMMON BUILDING CONSTRUCTION METHODS

Construction Type	Typical Occupancy	General Description	Range of Noise Reduction dB(A)
1	Residential, Commercial, Schools	Wood Framing. Exterior Stucco or wood sheathing. Interior drywall or plaster. Sliding glass windows. Windows partially open.	15-20
2	Same as 1, above	Same as 1, above, but windows closed.	25-30
3	Commercial, Schools	Same as 1, above, but windows are fixed 1/4-inch plate glass.	30-35
4	Commercial	Steel or concrete framing. Curtain-wall or masonry exterior wall. Fixed 1/4-inch plate glass windows.	30-40

*The range depends upon the openness of the windows, the degree of seal and the window area involved.

Source: San Diego County Planning Dept.

SAFETY ELEMENT

The **SAFETY ELEMENT**, effective in 1971, was originally two elements, known as the Safety and Seismic Safety Elements. In 1984, through AB3028, these two elements were consolidated into one document, now known as the Safety Element.

This particular Element is contained in the Government Code, Section 65302(g).

INTRODUCTION:

The Safety Element is the primary vehicle for identifying hazards that cities and counties must consider when making all land use decisions.

While the Element specifically focuses on identifying fire, geological hazards, and other natural forces, it may also address other locally relevant issues such as accidents, hazardous material spills, power failures, storms, etc.

The primary intent of the Safety Element is directed at reducing death, injury, property damage, and economic, as well as social dislocation, that results in natural hazards including, but not limited to, flooding; muds and soil erosion; land subsidence; earthquakes; avalanches; as well as levy or dam failures; urban and wildland fires, and the collapse of buildings and other structures.

This Element, therefore, provides for goals and policies which, in the opinion of the City of Holtville, are relevant to public safety and is, therefore, the City's intent to promote such programs and concepts that will achieve the long term goals of this Element.

ISSUE:

The City of Holtville is obviously not subject to the "Tsunamis and Sieches". However the City is located in an area that is highly susceptible to earthquakes and other geological phenomena. Being in a desert (flat) terrain, the City is also more likely to suffer damage from storm and wind conditions. Major impacts appear to be related to seismicity, flooding and accidents.

GOAL:

(1) Reduce and protect loss of life, injuries or damage to property, and economic and social dislocation.

(2) Develop, in cooperation with the County, a plan to adequately respond to both natural and manmade disasters.

(3) Increase community awareness of the type and variety of hazards, and the methods and services available in dealing with such disasters.

POLICIES:

The City shall:

(1) Identify and evaluate hazardous locations, processes, activities, and/or events.

(2) Publicize and distribute information about hazards.

(3) Adopt and enforce Building Codes and Zoning Ordinances to avoid or minimize the negative effects of hazardous events.

(4) Eliminate or reduce areas or events which pose higher risks than are acceptable.

(5) Prepare an adequate emergency response plan for the City that is coordinated with the overall County for an Emergency Response Plan.

(6) Provide emergency "back-up" systems for essential services such as police and fire protection.

(7) Provide training to police and fire response personnel in medical assistance and procedures to be followed in severe emergencies.

(8) Promote and support ambulance and other medical care facility systems.

Additional policies and/or procedures that the City may employ are contained in the specific sections under Seismic, Safety, Flooding, Fire, Traffic, Police, etc.

The above list simply represents a summary of the actions to be undertaken.

IMPLEMENTATION PROCEDURES/ALTERNATIVES:

The City has a variety of programs/procedures both local, state and federal that can be utilized to reduce, eliminate, or minimize safety hazards. The programs that apply to all sections of the Safety Element are as follows:

A. General:

1. **General Plan** - The General Plan sets forth the requirements by State of California, Government Code Section 65300 et. seq. which states that "each City shall adopt a comprehensive, long term general plan for the physical improvement of the County or City.....".

2. **Zoning Ordinance** - The Zoning Ordinance designates the land uses that are considered appropriate or acceptable both within what area of the City and under what conditions these uses may be considered.

3. **Subdivision Ordinance** - The Subdivision Ordinance also delineates the procedures and standards to which all new development must adhere.

4. **Building Ordinance** - The City's Building Ordinance has perhaps the most stringent and most direct application to structural safety as it relates to this Element. While the Building Ordinance generally adopts, by resolution, the State

Mandated Codes, the City does have the authority to implement more stringent standards upon findings that justify such standards.

5. **California Environmental Quality Act (CEQA)** - CEQA mandates that an Initial Study be prepared for any proposed project within the City which requires a discretionary approval. The City must then determine, from the project proposed and the Initial Study, whether or not there is a significant environmental impact. If the determination is made that there is a possibility of significant adverse impact, an Environmental Impact Report (EIR) must be prepared to analyze the existing environment, the potential impact, and specify potential mitigation measures.

This process provides for the early identification of potentially hazardous impacts as well as the protection of natural and cultural resources, and requires that identified significant impacts be adequately mitigated. The City should, during its CEQA analysis, always consider the potential seismic and safety issues as well as specific safety principles and programs.

B. Seismicity:

Due to the City's location and the Imperial Valley's history of earthquakes, the City of Holtville is very likely to

experience moderate to severe earthquakes within the next twenty (20) years. In order to adequately guard and protect the safety of the citizens of Holtville, the City may pursue the following programs:

(It must be noted that these programs are an extension of the policies established in the beginning of this Chapter)

o Hold public presentations and workshops on earthquake hazards/mitigations and publicize earthquake hazard information to all citizens, and particularly schools.

o Create land use and development standards for areas that are determined to have higher than acceptable risks to life and property due to seismicity.

o Attempt to locate significant public facilities, such as hospitals, emergency facilities, schools, police and fire stations, multi-story structures in the seismically safest locations.

o Require appropriate construction technology generally recommended by Registered Engineers and Architects for proposed developments in geological hazard areas.

- Require mitigation measures to be implemented on all projects for which the environmental review has indicated specific hazard areas.

- Maintain and upgrade all critical facilities such as police and fire stations, hospitals, etc. in an effort to assure their continued operation; particularly in their communications systems or post-disaster operations.

- Enter into joint-power agreements with nearby jurisdictions as well as private sector organizations to assist in disaster relief operations.

- Establish an emergency disaster relief plan that coordinates with police, fire, rescue, medical, as well as shelter and communication networks.

- Require soil investigations to be performed by geological engineers for all land areas suspected of having geological hazards including unstable soils, liquefaction, and/or other structural hazards.

- Require all earthquake prone buildings, (i.e. without steel reinforcement) including public buildings, housing, and commercial/industrial buildings to be identified, upgraded and structurally reinforced, or abated.

C. Flooding:

While the City has generally not experienced substantial adverse flooding impacts, the City should be prepared for disasters resulting from floods. Therefore, the following programs are identified:

- Conduct City-wide drainage study to identify anticipated problem areas and mitigation measures.

- Encourage continued efficiency with the Public Works Department and support the expansion and maintenance of all sewer, water and drainage facilities.

- Maintain and improve all drainage and flood control facilities to be sure that they function as required; and mitigate or disallow development that increases the City's drainage system to exceed design capacity, unless mitigation steps are implemented by the developer.

- Identify and evaluate hazardous flood locations, inform the public, and particularly proposed developers.

D. Fire:

While seismic induced activities tend to be the most catastrophic, fire damage and fire safety tend to be the most

visible to the local citizens; therefore, the following programs are established:

- Identify and evaluate hazardous fire situations and hazardous locations. Make such information available to the public and/or property owners.

- Continue to identify and analyze fire department workload and efficiency.

- Provide 24 hour per day fire protection for all emergencies, to establish and maintain optimum fire insurance rating.

- Conduct a City-wide study of fire generation and response behavior near various disaster conditions.

- Encourage and continue the efficiency of the fire department by upgrading equipment, facilities and training.

- Coordinate a joint-powers agreement between other emergency service providers and establish a well coordinated emergency response program.

- Obtain special "hazardous material" handling training for all fire protection personnel.

E. Police:

The Police Department, its staff, and its facilities provide more than protection from criminal activities. They are a source of staff support, emergency response coordination and assistance and, therefore should play a key component with any safety plan developed by the City. In order to achieve adequate police protection and assistance, the following programs were delineated:

- Identify and review the past police department workload to establish trends, projections and needs.

- Provide effective 24 hour per day police protection for all emergencies.

- Coordinate the emergency plan and disaster activities for those of other agencies with optimum assistance by the police.

- Identify potentially hazardous criminal situations, locations, and/or activities and implement appropriate corrective action.

F. Traffic:

While the City has established a vehicular highway system, said system plays an integral part in emergency preparedness; therefore, the following programs are established:

- Ensure public safety by providing pedestrian and bicycle paths wherever possible and appropriate; coordinate with CALTRANS for highway improvements.

- Utilize traffic control devices and other street measures to regulate, warn and guide traffic; including trucks, cars, bicycles, and pedestrians.

- Identify past traffic safety problems; provide projection and mitigation measures.

- Evaluate hazardous traffic locations and/or activities, and implement proper and correct measures, including public awareness.

G. Health/Medical:

While the City of Holtville does not have a resident ambulance service nor a hospital or emergency care facilities, other than a doctors office, it is imperative that emergency medical

systems be readily available; therefore, the following programs are identified:

- Coordinate an emergency response plan with all emergency providers; in particular, medical service providers.

- Provide adequate training for fire and police department personnel to respond to medical emergencies, evaluate potentially hazardous health situations, including epidemics, water quality, and toxic chemical spill issues.

- Support the construction and upgrading of sufficient medical facilities and staffing for all levels of emergency medical as well as continued medical care providers.

COUNTY/STATE/FEDERAL PROGRAMS:

There are a number of county, state and federal agencies to be utilized and drawn upon to provide assistance in emergency and disaster situations. These include the County Office of Emergency Services (OES), County Health and Vector Control Department, California Highway Patrol, County Sheriff's Office, State Office of Emergency Services, Federal Emergency Management Agency, etc.

RELATIONSHIP OF SAFETY ELEMENT TO GENERAL PLAN:

The Safety Element is intended and directed at public protection in general. Many of the safety issues are continuously faced by a community, therefore, the programs and policies set out within this Element should be administered to continuously analyze the risks of existing as well as proposed actions.

The overall objective is to reduce the risk of losses within the City of Holtville, to increase knowledge and information about hazards, to increase community awareness and to take steps to prepare for all emergencies. The most predominant risks are associated with earthquakes, floods, fires, traffic, and aircraft accidents, high winds, heavy storms, and criminal behavior.

EXISTING CONDITIONS AND TRENDS:

The City of Holtville faces many natural as well as manmade potential hazards. These are briefly identified and delineated as follows:

> (**CAUTION:** The reader is advised that the following identified activities and descriptions are generic, and more detailed information should be consulted to make adequate assessment, particularly for new development projects).

A. Seismicity:

The City of Holtville is located along the southern portion of the County of Imperial, along the eastern fringe of the Irrigation areas. It is situated within ten (10) miles of the Mexican Border. The lowest part of Imperial Valley is known as the Salton Sea, which is an inland lake approximately 240 feet below sea level. To date, it has served primarily as an agricultural and natural drainage repository for the Valley.

The geological subsurface composition determines largely what can be expected from an area as a result of ground shaking. It is, therefore, imperative to know the soil makeup in order to determine the design of structures for any proposed area.

As an example, several deep wells have been drilled in Imperial County. All encountered non-marine sands and clays from top to bottom, with some lacustrine beds in the uppermost 3,000 feet. The deepest of all wells drilled was 12,313 feet, located near Holtville. Others were drilled near El Centro and Heber, as well as Westmorland.

The strain pattern in Imperial County is well identified , but is not perfectly defined. Primarily, these features are northwest oriented, following the faults and developing along the San Andreas, San Jacinto, etc.. All areas of Imperial County have received minor to major damage within the last thirty-five (35) years as a result of movement along the various faults.

In relation to the City of Holtville, the following faults are identified in **Figure S-1**. One of the most catastrophic earthquakes in Imperial Valley occurred on May 18, 1940, with a magnitude of 7.1. This earthquake exposed the exact line of the Imperial Fault, which indicates the only known section of the San Andreas system, near the Mexican Border.

At that time, the ground ruptured for forty (40) miles, from Volcano Lake in Baja, to Imperial. The loses were seven (7) lives and five (5) million dollars in damage.

The most conspicuous rupture occurred along Highway 98 about eight (8) miles east of Calexico, where the Highway was broken by a four (4) foot gap, and rows of trees were offset as much as ten (10) feet.

Additionally, the horizontal displacement along the same vicinity, approximated twenty-nine (29) feet vertically. Chronology of earthquake history is included within **Appendix E**, herein.

B. Flooding:

Water from the Colorado River was brought to the Imperial Valley in the early 1900's. Originally the water was introduced through a canal built through Mexico and then brought into the Valley, near Calexico.

In 1905, flooding from the Colorado River caused a break in the canal, which had fed the Valley for almost two (2) years. In 1940 the All-American Canal was completed. This canal now brings water from the Colorado River to Imperial Valley entirely on the American side of the International Border.

Additionally, Hoover Dam and several other dams, including Imperial Dam have been built along the Colorado River to provide an effective and efficient flood management and water

storage system. Flooding, in Holtville, may result if any of the following conditions occur:

- Heavy or prolonged rain;
- Collapse of construction of any dam;

Overall flood risks, however, appear to be minimal.

C. Fire:

The City currently has one of the best volunteer fire departments in the County. The Department is staffed by one full-time Chief and one full-time fire-fighter, with the rest of the department comprised of volunteers. According to the fire Chief, the City's current fire rating by the National rating service is "6" and that rating is expected to drop to level "5", which is an exceptionally good rating for an all volunteer department.

D. Police:

The Holtville Police Department, located near the City Water Plant consists of one Police Chief, two seargants, five officers, four full-time dispatchers and three part-time dispatchers.

E. Emergency Response/Preparedness:

Each City, as well as the County, is responsible for its own respective jurisdictional areas. Furthermore, the Emergency

Services Act designates each County as an operational area to serve as a communication link required in a STATE OF WAR EMERGENCY.

The State of California is divided into six (6) Office of Emergency Service (OES) regions. The regional manager and staff coordinate and support, with Local Emergency Operations at the request of the OES, which is governed through the State Office of Emergency Services and its mutual aid region will coordinate Statewide operations to include mutual aide and other support to the local jurisdictions.

The OES Director, assisted by representatives from State Agencies, constitutes the State's Emergency Management staff. The Federal Emergency Management Agency (FEMA) serves as the main federal government contact during natural and other disasters. They also serve as the main center for nuclear defense emergencies. The following authority is stated for information only:

Federal:

a. Federal Disaster Relief Act of 1974

b. Public Law 84-99 (U.S. Army Engineer Corp Flood Fighting)

c. Civil Defense Act of 1950

State:

a. California Natural Disaster Assistance Act

b. Section 128, California Water Code

c. California Emergency Services Act (Chapter 7, Division 1, Title 2, Government Code)

MODIFIED MERCALLI SCALE OF EARTHQUAKE INTENSITIES

THE MERCALLI INTENSITY SCALE (as modified by Charles F. Richter in 1956 and rearranged). The Mercalli Intensity Scale is a subjective, unequal interval scale invented in 1902 by the Italian seismologist, Mercalli, to measure perceptions of earthquake shock by different people who felt various earthquake movement phenomena at different sites. The Mercalli scale is a 12 interval scale with "1" representing the lowest shock levels and "12" representing the highest shock levels. The following are abridged descriptions of these intensities:

(1) Earthquake shaking not felt. People may observe marginal effects of large distance earthquakes without identifying these effects as earthquake-caused. Among them: trees, structures, liquids, bodies of water sway slowly, or doors swing slowly.

(2) Effect on people: Shaking felt by those at rest, especially if they are indoors, and by those on upper floors.

(3) Effect on people: Felt by most people indoors. Some can estimate duration of shaking. But many may not recognize shaking of building as caused by an earthquake; the shaking is like that caused by the passing of light trucks.

(4) Other effects: Hanging objects swing. Structural effects: Windows or doors rattle. Wooden walls and frames creak.

(5) Effect on people: Felt by everyone indoors. Many estimate duration of shaking. They still may not recognize it as caused by an earthquake. The shaking is like that caused by the passing of heavy trucks; though sometimes, instead, people may feel the sensation of a jolt, as if a heavy ball had struck the walls. Other effects: hanging objects swing, standing autos rock, crockery clashes, dishes rattle or glasses clink. Structural effects: doors close, open or swing, windows rattle.

(6) Effect on people: Felt by everyone indoors and by most people outdoors. Many now estimate not only the duration of shaking but also its direction and have no doubt as to its cause. Sleepers wakened. Other effects: hanging objects swing, shutters or pictures move, pendulum clocks stop, start or change rate, standing autos rock, crockery clashes, dishes rattle or glasses clink. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Structural effect: Weak plaster and Masonry D* crack, windows break, doors close, open or swing.

(7) Effect on people: Felt by everyone. Many are frightened and run outdoors. People walk unsteadily. Other effects: Small church or schools bells ring. Pictures thrown off walls,

knickknacks and books off shelves. Dishes or glasses broken. Furniture moved or overturned. Trees, bushes shaken visibly or heard to rustle. Structural effects: Masonry (D*) damaged; some cracks in Masonry (C*). Weak chimneys break at roof line. Plaster, loose bricks, stones, tiles, cornices, unbraced parapets and architectural ornaments fall. Concrete irrigation ditches damaged.

(8) Effect on people: Difficult to stand. Shaking noticed by auto drivers. Other effects: Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Furniture broken. Hanging objects quiver. Structural effects: Masonry (D*) heavily damaged; Masonry (C*) damaged, partially collapses in some cases; some damage to Masonry (B*); none to Masonry (A*). Stucco and some masonry walls fall. Chimneys, factory stacks, monuments, towers, elevated tanks twist or fall. Frame houses moved on foundations if not bolted down: loose panel walls thrown out. Decayed piling broken off.

(9) Effect on people: General flight. People thrown to ground. Other effects: Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes. Steering of autos affected. Branches broken from trees. Structural effects: Masonry D* destroyed; Masonry C* heavily damaged, sometimes with complete collapse; Masonry B* is seriously damaged. General damage to foundations. Frame

structures, if not bolted, shifted off foundations. Frames racked. Reservoirs seriously damaged. Underground pipes broken.

(10) Effect on people: General panic. Other effects: Conspicuous cracks in the ground. In areas of soft ground, sand is ejected through holes and piles up into a small crater, and, in muddy areas, water fountains are formed. Structural effects: Most masonry and frame structures are destroyed along with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes and embankments. Railroads bent slightly.

(11) Effect on people: General panic. Other Effects: Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Structural effects: General destruction of buildings. Underground pipelines completely out of service. Railroads bent greatly.

(12) Effect on people: Panic. Other Effects: Same as for Intensity 10. Large rock masses displaced. Lines of sight and level distorted. Objects thrown into air. Structural effects: Damage nearly total, the ultimate catastrophe.

* Masonry A: Good workmanship and mortar, reinforced designed to resist lateral forces.

* Masonry B: Good workmanship and mortar, reinforced.

* Masonry C: Good workmanship and mortar, unreinforced.

* Masonry D: Poor workmanship and mortar and weak materials, such as frame.

SEISMIC SAFETY EMERGENCY PLAN (OPTIONAL)

From the previous physical description of Imperial Valley, and the brief report of the seismic history of the area, it can be assumed that earthquakes will occur again. The cities located within the Imperial Valley will also continue to expand and grow. The issue that must be dealt with is how the hazards of an earthquake can be reduced to provide protection for the health and safety of the residents.

CONTINGENCY PLAN (PREPARATION AND ORGANIZATION)

The most immediately useful thing a community can do for future earthquakes is to plan and prepare to respond to and recover from an earthquake as quickly and effectively as possible, given the existing condition of the area. Plans and preparations should be in accordance with the provisions of the California Emergency Services Act.

Communities should have contingency plans which specifically include earthquakes. Many communities have existing contingency plans and procedures for disastrous fires, floods, or military emergencies. These should be augmented and modified to apply to earthquakes.

Earthquake emergency plans should include provisions for the following:

An organization which:

a. Has assigned emergency functions to intrajurisdictional agencies to perform field operations;

b. Has personnel designated and trained to perform specific tasks both within the control center and the damaged areas;

c. Controls and coordinates field operations from a predesignated, earthquake-resistant control center;

d. Has communications to all operating field forces and with higher and lower levels of government, to exchange operational information;

e. Has a staff to prepare and disseminate essential public information through the local news media;

f. Conducts exercises to perfect and test plan and procedures; and,

g. Emergency plans such as for the School system, need to be continuously reviewed and tested.

Pre-earthquake Preparations

a. The most vulnerable structures within the jurisdiction with relationship to their effect on emergency operations should be listed;

b. Available essential resources should be identified and inventoried;

c. Procedures for obtaining mutual aid should be established; and

d. Continuity of emergency communication system, including augmentation of operating agency radio communications with Radio Amateur Communications, Emergency Services or other organized volunteer emergency radio capability should be ensured.

Post-earthquake Operations

a. Rapid surveillance and assessment of the damaged areas should be provided;

b. People trapped in damaged structures or isolated danger areas should be searched out and rescued;

c. Medical facilities should be identified and constructed if necessary;

d. Necessary fire protection, fire fighting and lifesaving services in devastated or threatened areas should be provided;

e. Debris from transportation routes into damaged areas should be cleared;

f. People should be evacuated or directed from danger areas to locations providing relative safety, shelter, and sustenance;

g. Traffic supervision and control along established evacuation routes and security for evacuated areas should be provided;

h. Displaced people should be cared for;

i. The dead should be removed, identified and preserved for future interment;

j. Provision should be made for reuniting families;

k. Provision should be made for informing victims' relatives outside the area;

l. Hardship should be relieved and rapid and orderly reconstruction and redevelopment should be expedited;

m. Essential public information through the news media should be prepared and disseminated;

n. A log of operations should be prepared and maintained; and,

o. A procedure for cooperating with qualified earthquake investigators should be developed.

Consideration of Existing Structural Hazards

Most of the buildings in Holtville were built over 35 years ago, making the City's building stock relatively old. However, Holtville has followed their Uniform Building Code which has contained seismic design standards since 1930, and the majority of structures, including the schools, but excluding the unreinforced masonry structures, are considered to be reasonably adequate.

Any structure built prior to the adoption or enforcement of this code, could be a major source of hazards. Structural deficiencies are walls constructed of unreinforced masonry, and the existence of unstable parapets, cornices, and appendages. Wood-frame, single-story, residential structures have proved historically to be relatively earthquake resistant when not constructed over a fault trace. However, no building is earthquake-proof.

The objective of this section is to provide for the orderly abatement of those structural hazards which might still exist within the community. This should be consistent with the degree of earthquake risk the community is willing to accept, as expressed in the policy statement. There are certain structures over which the community has direct control and others which are under the control of State and Federal Government (public works projects).

Structures Not Under Direct Community Control

These structures fall into a number of categories of relative hazard:

a. The most useful is age: using the date of May 26, 1983 (effective date of the Riley Act) as a division point;

b. Identification of unsafe non-structural elements must be based on inspection (either plans or in the field); and,

c. The pressure or absence of dangerous non-structural elements (such as parapets, cornices, elevator counter-weights, etc.) attached to the building in such manner as to create a hazard to occupants or passersby.

One or two-family dwellings or farm buildings need not be considered here. For other buildings the order of priority for remedial action should be based on the type of occupancy and physical condition and location. For example, an old masonry hospital situated on or adjacent to an active fault would have the highest priority; a warehouse separated from passersby by open space might have the lowest priority.

Dangerous Building Ordinance

Each community should have a dangerous buildings ordinance (Code) in addition to its building code ordinance (which covers new construction) to deal with existing structural hazards (including non-structural elements). The most recent code published by the International Conference of Building

Officials (ICBO) is the "Uniform Code for the Abatement of Dangerous Buildings - 1988".

Because of the potential social and economic impact of meeting the safety standards established by the ordinance, it is important to realize that the standards may not all be immediately enforceable. Therefore, for compliance with its standards, city policy should permit a timetable for compliance.

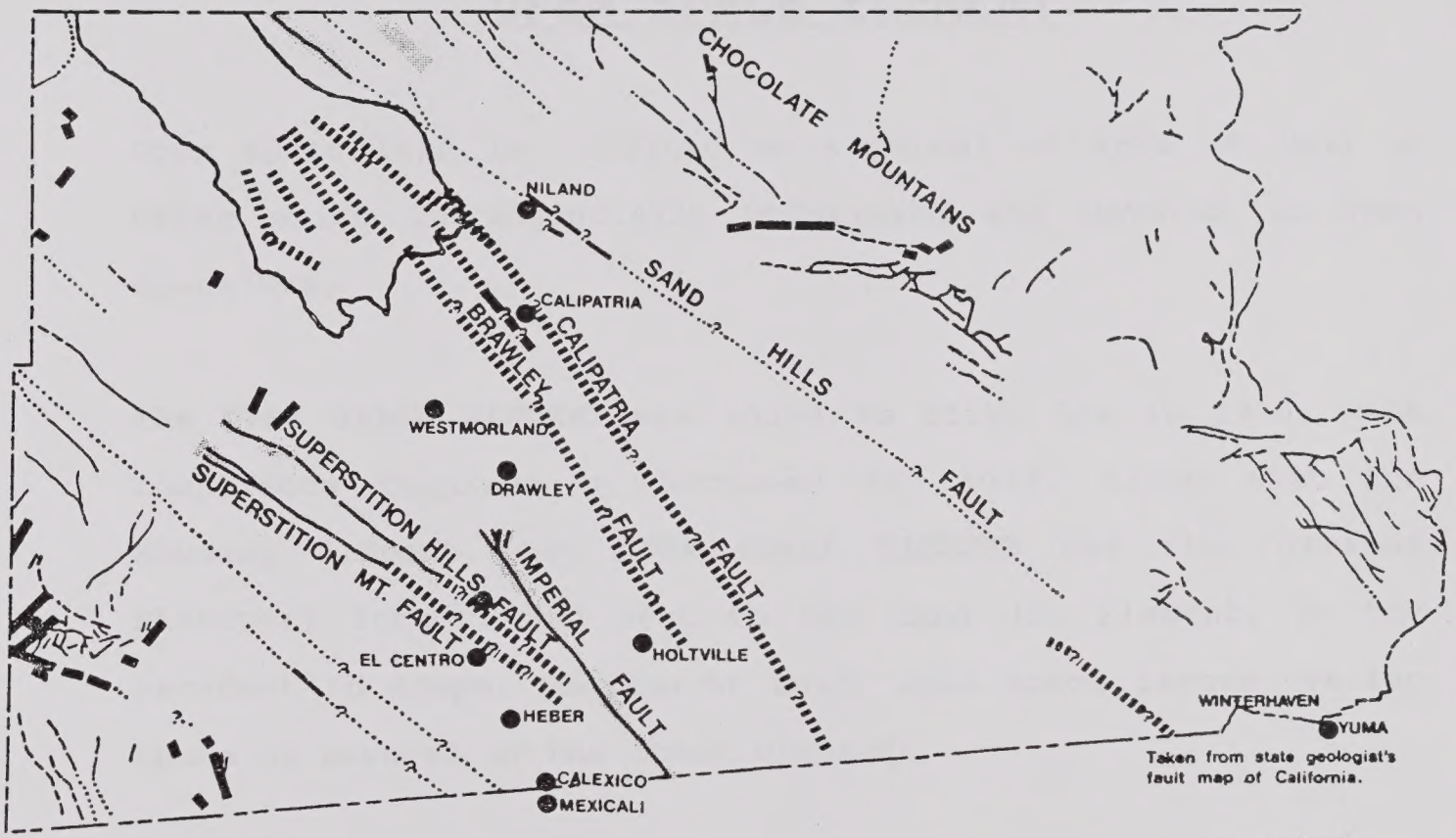
Inform Public

Consideration should be given to informing the public of potential structural seismic hazards by requiring that all older, potentially dangerous structures be posted with signs indicating that their seismic safety is questionable. These structures should be examined to determine whether they meet community standards or must be rehabilitated or demolished.

Redevelopment

It is further suggested that the seismic safety condition of existing structures be a major factor in the selection of urban areas for redevelopment.

FAULT MAP OF IMPERIAL COUNTY



(not to scale)

HOLTVILLE

FIGURE S - 1

OPEN SPACE ELEMENT

Open space land is defined as a parcel or area of land or water which is essentially unimproved and devoted to open space use.

The **OPEN SPACE ELEMENT** was added to State Law in 1970, with compliance required by December 31, 1973. Along with the Housing Element, the **OPEN SPACE ELEMENT** has the clearest statutory intent, and next to the Land Use Element, is the broadest in scope. Because of this, open space issues overlap those of several of the other elements.

The **OPEN SPACE ELEMENT** is now contained in Government Code, Section 65302(e).

INTRODUCTION:

The primary purpose of the Open Space Element is to plan for the long-term coordinated acquisition, development and maintenance of open space areas and to meet the needs of the City's residents.

Open space land is defined as any of the following:

(1) Open space with preservation of natural resources.

(2) Open space use for the mass production of resources.

(3) Open space for outdoor recreation.

(4) Open space for public health and safety, etc.

As indicated, the Open Space Element has the clearest statutory intent. Implementing this element, the State of California stated the following intent:

(1) Assure that cities and counties recognize that open space land is limited and contains valuable resources, which must be conserved whenever possible.

(2) To assure that every city and county will prepare and carry out Open Space Plans which, along with the State and the Regional Open Space Plan will accomplish the objectives of a comprehensive open space program.

In addition to Government Code, Section 65302(e), and 65563; Government Code, Section 65564 states that "every local Open Space Plan shall contain an action program consisting of

specific programs which legislative bodies intend to pursue in implementing an Open Space Plan".

Furthermore, Government Code, Section 65566, states that "any action by a County or City by which open space land or any interest therein is acquired or disposed of, or its use restricted or regulated, whether or not pursuant to a part, must be consistent with the Open Space Plan".

Government Code, Section 65567, states "no building permit may be issued, no subdivision map approved, and no open space zoning ordinance adopted, unless the proposed construction, subdivision or ordinance is consistent with the local Open Space Plan."

ISSUE:

Due to its rural geographic and topographic location, the City of Holtville, unlike many of its counterparts, has an abundance of open space land around it. This must not be confused, however, with the statutory intent of the Open Space Element, under Government Code, Section 65562, which states "open agriculture land is different from "community" open land, such as parks, recreational areas, preserves, wildlife refugees, etc."

While the City has a number of parks, it also has the potential to recognize the social, economic and esthetic values of natural open space areas such as the Alamo River corridor located southwest of the City.

GOALS:

(1) Provide economic and esthetic benefits of open space areas to the property owners and residents of the City.

(2) Coordinate the City's open space system with other open space systems, including the County, and the Region.

(3) Identify and support that the development of areas, particularly those already having natural geographic and topographic features or additional open space lands served to benefit the health, safety, and recreational opportunities of the Cities' residents.

POLICIES:

The City shall:

(1) Work with the Imperial Irrigation District (IID) in an effort to acquire a reasonable amount of land along the banks of the Alamo River.

(2) Support the development of recreational area/open space area along the natural boundaries of the Alamo River.

(3) Implement as part of the Subdivision Ordinance, a mechanism for the dedication of land for park and recreational purposes.

(4) Develop mechanisms and assist in the development and maintenance programs necessary for such open space areas.

(5) Preserve valuable agriculture land within the city and the sphere of influence, for crop production, to provide buffer spaces between urban development and surrounding agriculture regions.

(6) Develop a recreational based open space plan for a portion of the Alamo River from Highway 115 east to Bonds Corner Road. This plan is to provide for recreational uses such as hiking and riding trails, arenas, etc. No water based uses of the river would be allowed until the Imperial Irrigation District and Regional Water Quality Control Board concur.

IMPLEMENTATION PROCEDURES/ALTERNATIVES:

The primary basis for the production of open space land stated in Government Code, Section 65567 "no building permit may be issued, no subdivision map approved, and no open space zoning ordinance adopted, unless the proposed construction, subdivision map or zoning ordinance is consistent with the local Open Space Plan."

Therefore, this portion of the General Plan will be implemented primarily through the following ordinances:

Subdivision Ordinance:

The Subdivision Ordinance must contain provisions for the dedication of land for park or recreational purposes. It is intended that this ordinance require land dedication or the equivalent, calculated on the basis of three (3) acres of open space area for every thousand people. This ratio would insure adequate open spaces for newly developed areas.

Collection of in-lieu fees, can be utilized to setup a fund, which can be utilized for acquisition of park and open space lands.

Zoning Ordinance:

The Zoning Ordinance must make provisions for planned unit developments and other innovative techniques to encourage residential developments with more usable open space. Such development will typically be provided under current standards.

Open Space Acquisition:

Open space areas, primarily park or recreational areas, can be obtained through dedication and acquisition. Developer Fees, Off-set Fees, or In-lieu of Dedication Fees all can serve and fund such acquisitions. The City must develop an equitable system where all developers (large and small) contribute a proportionate amount to the development and maintenance of open spaces.

Designation of Open Space:

The City should require special landscape setbacks and seek acquisition of lands, along with the corridor of the Alamo Canal, the primary open space recreational area.

ALTERNATIVE PROGRAMS/PLANS:

In addition to the Ordinances available to the City, as well as the goals and policies specified herein, the City has other alternative avenues to assist in managing compliance with the Open Space Element. Among these are the following principles and/or programs:

(1) The Environmental Review Process (CEQA) should be used to evaluate natural resources and plant and animal habitats which may be impacted by proposed developments. Areas with a unique or high quality habitat should be preserved through an open space designation, or park land dedication.

(2) Preserve quality agricultural land within the City and within the Sphere of Influence for crop production, and provide buffer space(s) between urban development and surrounding agricultural regions.

(3) Designate all land(s) within the Sphere of Influence which have not been designated for urban uses as agricultural resource conservation areas.

(4) The Irrigation and Drainage Canal System, operated by the Imperial Irrigation District (IID), is particularly dangerous especially in residential areas where unsupervised children have easy access. Control must be developed to restrict access either by fencing or undergrounding these canals. The City should require all new developments to mitigate access to these facilities by requiring that canals be undergrounded, where feasible and fenced where undergrounding cannot be done. The City will establish a review process that includes participation with the IID to address these concerns for all development(s).

(5) Agricultural activity such as pesticide and crop dusting create other hazardous conditions. This method of spraying activity should be restricted within the City's Sphere of Influence to reduce adverse effects on the human population.

(6) Provide maintained buffer zones that will allow for mixed but compatible land uses, and reduce the impact of noise and esthetics, incompatibilities.

RELATIONSHIP OF OPEN SPACE ELEMENT TO THE GENERAL PLAN:

The objective of conserving open space land within the City of Holtville is to improve that portion of the City now in existence, to direct future urban growth and expansion of the City, and to preserve natural habitats and ecosystems. It is also intended to provide and control access to, and conservation of, important resource areas, protect community health and safety, and preserve areas of unique, natural quality or community significance.

This Element, therefore, is intended to provide direction about the supply, quality, and maintenance of open space lands within the City. By law, the Open Space Element is closely related to the Conservation and Land Use Elements. The primary distinction between the Open Space Element and the others is that Open Space designated land is land which is not developed or to be developed with residential or other urban uses, but may someday, in the future, be converted to such an urban use.

The Conservation Element, on the other hand, plans for lands which are intended to remain undeveloped and unusable for intense uses, and will continue to remain as public land.

EXISTING CONDITIONS AND TRENDS:

The primary recreational open space for the City of Holtville is currently provided by city owned, operated and managed parks. These parks presently represent about 3.6 acres per thousand people, which is within the acceptable standards. These parks and open space areas are shown on **Figure LU-3** and are identified as follows:

(1) Holt Park - This park is at the center of the City; consisting of one full City block, and is also the location of the City Hall and the Fire Department. It is a well maintained, spacious, and centrally located park utilized for a variety of functions. This park is approximately 4.13 acres.

(2) Recreation Park - This park comprising approximately 70% of a City block, is located between 6th and 7th Streets, east of Holt Avenue. Adjacent to this open space park is a City Pool and the City Library. The primary function of this park is to allow for sporting activities such as baseball, football, etc. This particular location is also being utilized intensely during the Carrot Festival, and the overall park consists of about 4.13 acres.

(3) Mack Park - This park is located North of 7th Street and east of the Middle School. This park serves both as a recreational family park as well as a sports arena park; primarily for baseball functions. The park is approximately 5.7 acres.

(4) Dorris Butler & Van Der Linden Park - This park is located south of what would be known as 3rd Street along the extension of Fern Avenue. The park area consists of an open space playing field, again utilized for various sporting activities and then slopes down into Alamo River, where there is a Horse Riding Arena and where other functions can be held. This park consists of approximately 9 acres.

(5) Earl Walker Park - This is a park located immediately adjacent to Evan Hewes Highway, between the Highway and the Alamo River, when entering the City from the west. It is a small, open space park primarily utilized for overnight camping, and as a way-stop for highway travelers. This park

consists of approximately 3 acres and, although currently owned by the County, is generally perceived as a City Park Acquisition by the City.

School Open Space Areas:

Although not part of the City's maintained park recreational system, school facilities do provide a means of open space. There are currently three (3) primary locations within the City of Holtville. They are: Holtville High School, Finley Elementary School, and Holtville Middle School.

All of these campus facilities provide a certain amount of open space areas in terms of football, baseball fields, general landscape, and recreational areas. While generally utilized by the schools, many of the facilities therein can likewise be used by the public. Their open space and play areas can also serve as a combined use for public open space area.

Natural Resources:

Lands defined as "Natural Resource Open Space" include areas for the preservation of plant and animal life, particularly habitat areas for fish and wildlife species. Since the majority of natural flora has been replaced through cultivation in the Holtville area, the remaining "natural areas" sit predominantly along irrigation and drainage canals.

One such primary material is the Alamo River, located along the Southern perimeter of the City.

The canal system provides habitat for a family of adapted plant species as well as a number of fish and avian life forms. The canal system, therefore, creates an aquatic habitat within a natural environmental region, and thus provides an opportunity for people to fish as well as observe wild species in a unique natural/manmade environmental area.

Resource Conservation:

Lands defined as "Resource Conservation Open Space" include areas where the managed production of resources which would include agricultural land, areas of importance to production of food and fiber, areas containing mineral resources, etc.

These lands predominantly represent lands not designated for urban development. Since the City of Holtville is surrounded entirely by agriculture lands, which are considered to be open space for production of food and fiber, and this land is considered Resource Conservation Open Space land, the City of Holtville can, therefore, unfortunately only grow into these managed production resource areas.

Recreation:

Lands defined as "Recreation Open Space" include areas of outstanding scenic, historic, or cultural value; areas for parks and recreational activities; utility easements; river corridors; canal banks; etc.

As earlier indicated, the primary recreational areas are City-owned and managed parks and the school systems open space areas. The City has, however, a unique opportunity to further utilize and develop a natural geographic/topographic region defined by the Alamo River along the southern and western perimeter.

This particular corridor could provide unique opportunities for the combination of open space uses; including preservation, recreation, as well as certain developments.

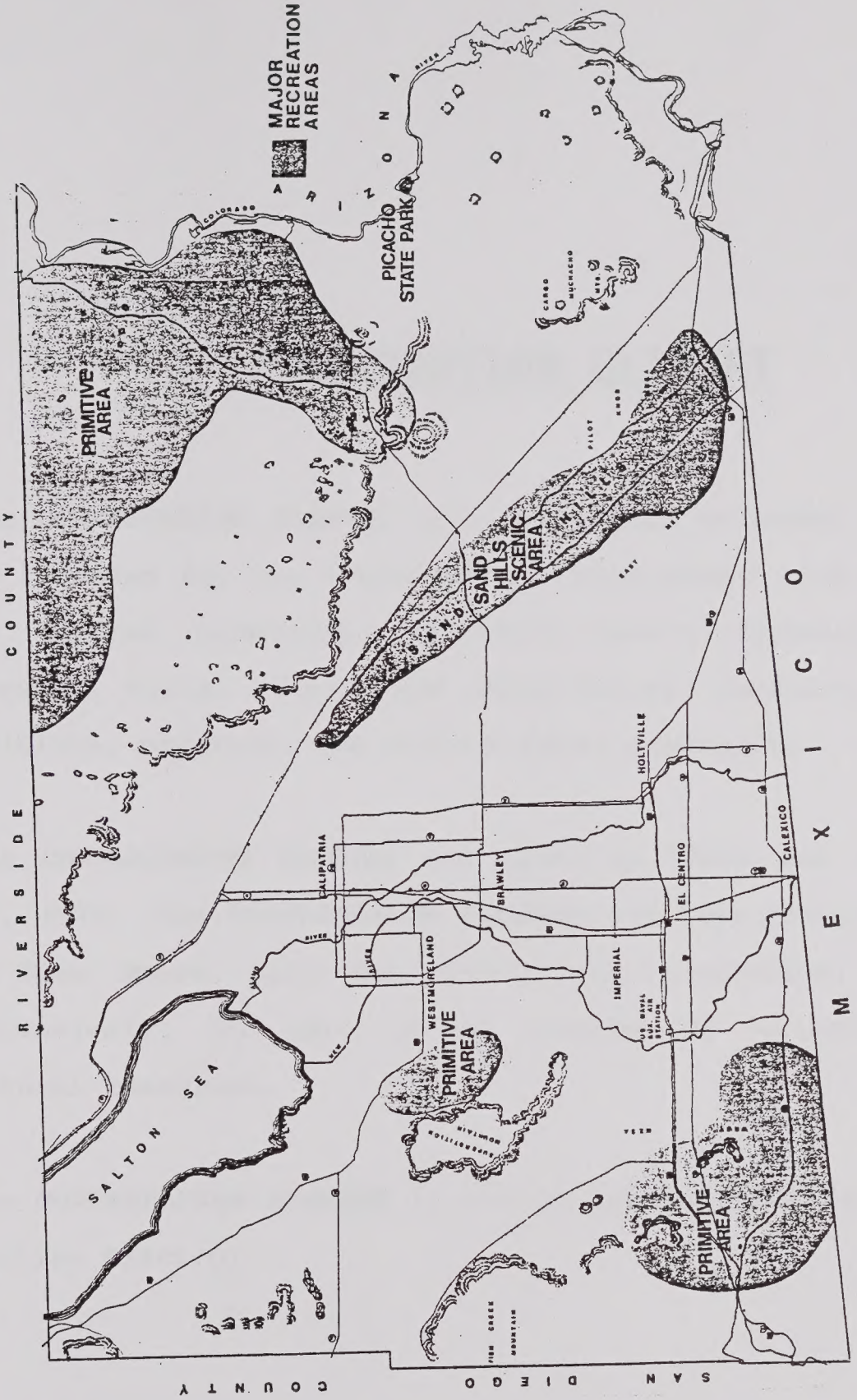
Green Belt:

Lands defined as "Green Belt Open Space" in the General Plan are intended to provide buffer zones between potential and incompatible land uses such as between industry and homes. Currently, the City has no designated "Green Belt" corridors. It is possible however, that with the expansion of the City, particularly in a westerly direction, such Green Belt Open Space areas may be provided along Evan Hewes Highway, and may

provide natural landscaping buffers between an intense circulation system and incompatible land uses such as industrial versus residential.

These Green Belts are not intended to be major park systems, but rather serve as a buffer or a landscape mitigation, between incompatible land uses or uses to create substantial visual or noise concern.

IMPERIAL COUNTY RECREATION AREAS



HOLTVILLE

FIGURE O - 1

CONSERVATION ELEMENT

The **CONSERVATION ELEMENT** is a protection oriented element. It is intended for the conservation, development, and utilization of natural resources; including water, hydraulic forces, forests, soils, rivers, and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.

The **CONSERVATION ELEMENT** was added to State Law on December 31, 1973. The **CONSERVATION ELEMENT** overlaps provisions found in Open Space, Land Use, Safety and Circulation. It differs extensively, in that it is exclusively oriented towards natural resources.

The **CONSERVATION ELEMENT** is now contained in Government Code, Section 65302(d).

INTRODUCTION:

As indicated, the Conservation Element is primarily a protection oriented element. The primary purpose is the conservation, protection, and proper management of the existing natural resources including but not limited to: water, soil, wildlife, flora, and minerals.

This Element is perhaps even more important today than it was when first implemented in 1973. The insatiable use by today's society continues to dwindle natural resources and, in the absence of proper management, it can and will create shortages or complete losses of these resources in the future.

It is extremely important to understand the interrelationship of these resources affected by the activities of man. As an example, consider the following:

(1) Future population growth may lead to the development of current farm land, which in turn affects water use patterns, and ultimately will affect food and fiber supply patterns.

(2) Un-use activities within the Colorado River Basin are adversely affected by the salinity of the water supplied. The salinity in turn effects the irrigation practices within the Valley and increases the salinity in the Salton Sea, and in turn potentially significant ramifications on the farming practices of the future.

(3) Geothermal production can cause an adverse impact to the agricultural as well as urban land, through subsidence or increased seismicity.

Given these types of scenarios, it is imperative that comprehensive studies of potential effects of proposed developments be carefully evaluated.

ISSUE:

Understanding and recognizing that land itself is a finite resource and that the natural resources available within the immediate land surrounding the City of Holtville are limited, and are a fundamental requirement for viable City future. While growth is both necessary and inevitable, it is imperative that we understand the resources necessary to accommodate this growth, and implement the proper management and protection of finite resources in order to have a well balanced environment.

GOAL:

(1) Provide for the wise and conserving use as well as the protection of natural and cultural resources that are of particular value to this community, both now and in the future.

(2) Maintain a viable agricultural based economy for the community and protect the food, fiber and production value of the region.

(3) Maintain, protect, and improve water quality and quantity supplied by the Colorado River to this region.

(4) Protect and improve the air quality of the Southeast desert air basin.

POLICIES:

The City shall:

(1) Promote infill and higher density development within the City to minimize the necessary expansion into surrounding farm land.

(2) Direct urbanization towards vacant lands that are either away from prime agricultural lands or into agricultural designated lands that are of marginal quality.

(3) Support the development and production of geothermal resources.

(4) Support and protect priority water supply rights for agricultural and municipal uses within Imperial Valley.

(5) Support the Imperial Irrigation District (IID) and other agencies in the conservation of and improvement in the quality of water quality and quantity from the Colorado River.

(6) Ensure that the quality of waste water going from Holtville's Treatment Facility meets all treatment standards.

(7) Maintain and protect places of unique historic value.

(8) Protect and preserve Holt Park, Recreation Park, Mack Park, Earl Walker Park and Van Der Linden Park as public open space dedicated primarily for recreational uses.

(9) Enhance, preserve and protect the Alamo River corridor as a primary open space recreational preservation land use area.

(10) Encourage implementation and utilization of renewal energy resources including geothermal, solar, and/or wind.

(11) Provide incentives for subdivisions which incorporate energy conserving designs.

(12) Promote rectifying of older building and meet minimum energy conservation requirements.

(13) Provide public information on ways of conservation.

(14) Promote and enhance the downtown area as the City's center of active and community life.

IMPLEMENTATION PROCEDURES/ALTERNATIVES:

The City has a number of programs, procedures and methods through which it can implement the requirements of the Conservation Element. Clearly, these are identified as local, state and federal:

LOCAL PROGRAMS:

Subdivision/Zoning Ordinances:

Within these ordinances, the City must address Planned Use Development Regulations, as well as standards, and procedures to reflect energy efficient project design and implementation.

The City must also consider landscaping regulations which would enable both passive heating and cooling and, perhaps more importantly provide for a mechanism to assist in the conservation of water.

The City may also, through these Ordinances, provide more flexibility in regulations for downtown development and re-development in order to preserve the historic retail role of the downtown center.

Building Code:

The City already implements the Uniform Building Code which contains standards and procedures for energy efficient construction. Strict application of these standards should be not only mandatory but a policy of the City.

Environmental Review Process:

The City should more consistently incorporate considerations into development projects during the Initial Environmental Assessment process. The California Environmental Quality Act (CEQA) allows and, in fact, requires consideration to the preservation and management of natural and cultural resources, this must be an integral part of the review process.

Air Pollution Control:

Imperial County Air Pollution Control District (APCD) monitors air quality within the southeast desert air basin. The District issues annual reports on attainments on State and Federal Standards, and also provides guidance to compliance with implementation programs.

On projects that have a potential effect on air quality, it is imperative that the City work closely with the APCD's office and mitigate or off-set environmental concerns.

Local Resource Recycling:

Recycling of various waste products is not only necessary but a mandatory conservation program. In fact, recent state legislation through the Integrated Waste Management Program establishes specific standards on recycling. The recovery of aluminum, steel, glass and newspaper is a substantial step toward the intent of the conservation of natural resources. The savings of energy by recycling these resources instead of fabricating new materials from raw materials is dramatic. Ninety-five percent (95%) less energy is required to produce cans from recycled aluminum than from aluminum ore. Likewise, recycled glass can save thirty percent (30%) of the energy used to manufacture bottles. Similar savings are also possible in steel and paper recycling. The City should therefore strongly support and implement recycling efforts for all facets of the community.

One simple step would be for the City to require a dual or triple waste separation/collection program already implemented in other regions. A program already working in another area could easily be adapted to the City. Without education and without some enforcement by the City, recycling on a strictly volunteer basis generally meets with little success.

STATE PROGRAMS:

California Environmental Quality Act (CEQA):

The California Environmental Quality Act (CEQA) requires that an Initial Study must be prepared on all proposed projects which are discretionary. If it is determined that there is a possibility of a significant adverse impact, a more extensive Environmental Impact Report (EIR) must be prepared which would then analyze the existing environment, the potential impacts, and also provide potential mitigation measures.

The CEQA process leads to early identification of natural and cultural resources and to the identification of measures that may protect, conserve or manage the resource.

State Water Resource Control Board:

The State Water Resource Control Board is responsible for state policies on water quality. These policies are administered by the Regional Water Quality Control Board - Palm Desert, Region 9, and ultimately it provides water quality control regulations for all local jurisdictions.

Department of Fish & Game:

The California Department of Fish and Game is responsible for reviewing all actions proposed within the City, which would require modification of any stream bed. This agency also publishes a list of officially designated endangered and rare plants and animals for the State of California.

FEDERAL PROGRAMS:

There are a number of implementation measures that can be utilized within the City to respond to the needs of the Conservation Element. The natural resources within the City are protected by federal, state and local programs.

Natural Environmental Policy Act (NEPA):

Natural Environmental Policy Act (NEPA) requires that any proposed project within the City receiving federal funds, prepare an Environmental Assessment or Environmental Analysis to determine whether the project could significantly impact the environment.

The NEPA process is essentially similar to the CEQA process. For most projects the federal government will accept the CEQA process as an equivalent thereto. However, prior to commencing such a process it is advisable that clearance from the

respective state or federal agencies be obtained to determine which policy act is most appropriate.

U.S. Fish and Wildlife Service:

The United States Fish and Wildlife Service maintains a list of federally endangered plant and animal species. This list can be utilized by the City to identify significant plant and animal species that warrant conservation and/or protection.

Water Pollution Control Act of 1972:

The Water Pollution Control Act of 1972 gave the United States Environmental Protection Agency (EPA) the authority to set and enforce effluent limitations and performance standards for industries and publicly owned waste treatment plants.

Federal Clean Air Act:

This is a comprehensive program utilized to address air pollution nationwide. This law combined the goal oriented approach with a technological base strategy for the protection and enhancement of air quality throughout the United States. This law is a requirement for all areas of the United States.

EXISTING CONDITIONS AND TRENDS:

The City of Holtville and the surrounding region contain a number of agricultural and soil resources, geothermal, water, air, energy, community and natural general resources. For clarity, these are addressed in the following order:

(1) Agricultural and Soils
(2) Water Conservation
(3) Air Quality
(4) Geothermal Resources
(5) Community/Historic Resources
(6) Energy Conservation Resources
(7) Solar Energy
(8) Recycling

Agricultural and Soils:

Imperial Valley is and has been the center of one of the world's most agriculturally productive regions. It is definitely one of the most agriculturally productive Counties in the United States. The economic base of the valley developed through agriculture industry and has therefore been, and continues to be, tied primarily to that productivity.

It is of primary importance that the viability of the agricultural resource be protected. Even as industrial and other developments become increasingly important to the local economy, the conservation and protection of farm lands is of

vital interest to the general welfare of the public, and the future generations.

The major thrust of the City's conservation efforts, therefore, will continue to be to protect the prime soil areas, and those lands which have the greatest agricultural potential. The City will channel growth in the direction of less productive farm lands towards the more efficient utilizations of land that is already urbanized, or because of soil or other geographic/topographic conditions, not particularly suited for continued agricultural utilization.

Much of the farm land surrounding the City of Holtville is considered to be good to prime farm lands. Lands located in the eastern and southern fringes of Imperial County are, in fact, among the highest quality of farm land in or around the County.

In the City of Holtville, most of the commercial and industrial activity thus far has been related to agriculture and agricultural services; such as processing, packing, equipment sales and service, etc.

These activities should continue to dominate the economic base of the City. Therefore, to enhance and maintain the agricultural economic base, agricultural land use practices

and land uses within the surrounding areas of the City should be protected and continued.

Agricultural land surrounding the City is undoubtedly subject to development pressures and conflicts in land uses. As urban development approaches, land value increases resulting in higher tax assessments. Adjacent urbanization affects the quality of farm lands requiring greater costs to maintain prime production.

Water Conservation:

Holtville's water supply, like that of other cities in the County, comes from the Colorado River via the All-American Canal and other facilities owned and operated by the Imperial Irrigation District (IID).

For more than eighty (80) years, water rights, water laws, and policies have evolved from a series of compacts, acts of Congress, agreements among Colorado River water users in Colorado River Basin States, treaties, court opinions and decrees, along with contracts for water delivery and other documentation related to waters from the Colorado River.

As a result, the IID has two (2) principal "types" of water rights:

(1) "Present Perfected Rights" to 2.6 million acre feet per year (or the quantity to most beneficial use needs for 424,145 acres, whichever is less).

(2) "Seven Party Agreement Rights" to 3.85 million acre feet per year, less use by higher priority users (approximately 510,000 acre feet per year).

In the opinion of PARSONS (water transfer EIR), item #2 above will be applicable over ninety-nine percent (99%) of the time, because of large amounts of storage in the Colorado River.

In 1990, the Imperial Irrigation District (IID) received 2,942,429 acre feet of water, which was distributed among nine (9) different cities and the overall County to meet the diverse needs of the Imperial Valley. Of that total volume the City of Holtville received 1,917.0 acre feet of water. Obviously the majority of water received (80%+) is used for irrigating of the vast farm land acreage, the remaining 20% +/- was utilized for domestic, industrial and urban uses.

While the Colorado River water is reasonably good in quality, the salinity is of major importance and concern, however. Its salt concentration is due to natural, difuse and point sources, as well as concentrating effects of evaporation, return flow and diversions.

At the Imperial Dam salinity has varied from an annual average of 656 ppm TDS in 1950 to 896 ppm TDS in 1970. As a rule

salinity concentrations decrease with the increased flows, and increase with decreased flows.

The quality of water that is available to the IID and consequently to the Imperial Valley, is of great concern. Because of its high salinity, the Colorado River water requires special management in order to maintain crop yields and protect low salt tolerant plants.

The water delivered to the City of Holtville enters the City system to a series of storage/settlement ponds. It is then treated by the Municipal Water Treatment Plant which has a current treatment capacity of 3 million gallons per day and a storage capacity of 1.5 million gallons. The City's waste water treatment plant has a capacity of 1,2 million gallons per day, and it is currently processing at .5 million gallons per day.

While it appears that the City of Holtville will have a continuing reliable supply of water which is delivered through the IID system, water issues both of quality and quantity are top priority concern not only to this County, but most of the State of California. To that end, the Imperial Irrigation District has and continues to negotiate for water conservation/transfer programs. The primary purpose of these programs is to provide for more effective and efficient means of water conveyance and conservation systems within the

County. Obviously, the IID, the Cities, and the County as a whole need to conscientiously address these water issues.

The City should, therefore, be an active and supportive participant in any program that affects water. The City must also recognize that with growth, additional water demands must be considered. While projected demands for residential use are easy to calculate, industrial demands vary greatly thus making projections difficult.

Air Quality:

Holtville is located within the southeast desert air basin (SEDAB) as it is defined by the California Air Resources Board. While the overall air quality basin is generally acceptable the major pollution problem appears to be within the particulate matter.

The 1985 Annual Statistic indicates that the maximum daily concentration of Total Suspended Particulate (T.S.P.) exceed California standards (100 ug/mqut) on the average of 2.9 days per month, and the federal standards (260 ug/mqut) on the average of .25 days per month.

Particulate matter is generated by wind blowing dry soils, particularly during the late fall and during the dust storms of winter and early spring. Agricultural burning as well as

cultivation practices contribute additionally to these airborne dust particulates. Another major contributor to the air pollution problem is the City of Mexicalli, located ten to fifteen miles south of the City of Holtville.

Historically, the ozone levels are exceeded only two to three times a year. However, according to the Air Pollution Control Officer (APCO), air quality has improved considerably and neither state nor federal standards have been exceeded since 1985.

Future industrial activities and production may add to the generation of significant amounts to air pollutants. Noncondensible gases, which could be emitted from cooling towers would be primarily carbon dioxide, but could include hydrogen sulfate, sulfur dioxide, nitrogen, ammonia, methane and hydrogen.

Air pollution can also occur during mending of reactivated geothermal wells and the testing of newly drilled geothermal wells. The Air Pollution Control District (APCD) has a number of regulations and measures which can be implemented and utilized to effectively control air pollution. Among these is a program known as "Offsets". An air pollution generator, which cannot meet certain air emission standards, can "Offset" this pollution increase by decreasing another generator or another area's emissions. As an example: a generator who

creates PM-10 emissions can off-set these emissions by agreeing to pave County roads thereby reducing the dust emissions created by that road, on an equivalent basis.

Because of the size of the City, the City has little control or effect on air pollution, except in permitting of new industries. The City, therefore, needs to be cognizant of the procedural protocols that should be followed during permitting, the relationship of the APCD, and the permitting process.

Geothermal Resources:

The potential for geothermal production in the Imperial Valley is well documented in the Imperial County "Geothermal and Transmission Element" of its General Plan. Estimates vary widely as to where, when, how much, and what type of production will take place.

The County has recently updated its "Geothermal and Transmission Element" to reflect the current status. Most studies, however, indicate that the effects upon the local area and the economy will be significant even if only moderate development occurs.

The East Mesa KGRA, (Known Geothermal Resource Area) is located about six (6) miles east of the City. This area has

the most direct effect on development within Holtville. The Geothermal Industry does have a precipitous effect on the local economy. A significant amount of labor is required during the construction of such facilities, but the operation and on-going maintenance of the facilities once constructed requires approximately one (1) employee for every two (2) megawatts. Therefore, for a fifty (50) megawatt plant only twenty-five (25) employees are typically required. In order for this type of industry to have a significant labor-related effect, at least five hundred (500) or more megawatts would have to be developed in the East Mesa KGRA.

Geothermal energy does, however, utilize a renewable energy resource which, if properly managed, can provide positive contributions for the community through electrical generation and continued employment. It also may provide a resource for other heat requiring industry.

For comprehensive information regarding Geothermal development and statistics, the reader is directed to the "Geothermal and Transmission Element" of the County of Imperial's General Plan. Copies of this document are available from the Imperial County Planning/Building Department.

Community/Historic Resources:

Holtville has its origins in the agricultural development of Imperial Valley. The history of its founding is traced in the Appendix A of this Element. Agriculture and agricultural services have dominated the commercial as well as industrial activities within and around the City.

A principal goal of this Element is to continue and retain the character of the City, its traditional economy and unique places of local significance. To that end the City will continue to retain viable agricultural activities and supporting services. It will preserve and protect Holt Park, Mack Park, and other City owned, operated and maintained community open space areas.

Energy Conservation:

Holtville is located within a hot, arid climatic region. Summer months experience intense heat and high humidity through at least July, August and September. The maximum recorded temperature is 119°F and the average high temperature from April through October is 98°F with an average low of 66°F. Winters on the other hand are cool and dry with the lowest minimum temperature recorded at 16°F. Both heating and cooling are essential necessities for a comfortable living environment.

The annual average rainfall for the Valley is generally less than three (3) inches per year. The annual evaporation rate is over six (6) feet per year.

Energy conservation is, therefore, an important consideration for development and expansion of the City. It is to be expected that cost and availability of energy will change significantly nationwide and throughout the world within the next decade.

Environmental as well as economic conditions and constraints make conservation of energy an important focus. There are many factors which contribute to the energy conservation program:

(1) The promotion of natural energy independence

(2) Rising cost of fossil fuels, such as oil and natural gas

(3) Public pressure to avoid nuclear generation plants

(4) Decreasing availability of non-renewable fuel resources

(5) Decreased costs of renewable fuel resources, such as solar, wind and geothermal

Energy conservation measures can, therefore, be incorporated into the physical layout and design of all new developments. Retrofitting of existing developments, and more efficient operation of projects and activities, are becoming more and more essential. Application of passive solar design concepts to new developments, and the remodeling of old buildings would

greatly reduce the energy demands of summer cooling and winter heating.

Through the administrative processes guided by the plan implemented through the Zoning Ordinance, the Subdivision Ordinance, the Building Code and other regulatory measures, the City can have significant control in the final outcome of energy conservation.

Building Design:

The energy required for heating and/or cooling depends upon the quantity of heat lost or gained within the structure. This varies significantly with climate and building design, as well as habits of the occupants. Heating and cooling requirements are, therefore, affected by:

(a) Prevailing wind conditions
(b) Amount of air infiltration
(c) Resistance to thermal loss or gain
(d) Air temperature maintained outside
(e) Air temperature maintained inside

A properly designed structure minimizes heat gain in the summer and takes advantage of the sun's radiant heat to warm the building in the winter.

With the advent of mandatory energy conservation requirements by the State of California and the changes in technological systems, energy conservation design is a simple, cost effective program that has the potential for substantial long term gain. In planning and designing new developments and structures, all factors need to be considered. These are: shape, orientation, windows and sun controls, landscaping, color, solar orientation, street design, solar access, and land use planning.

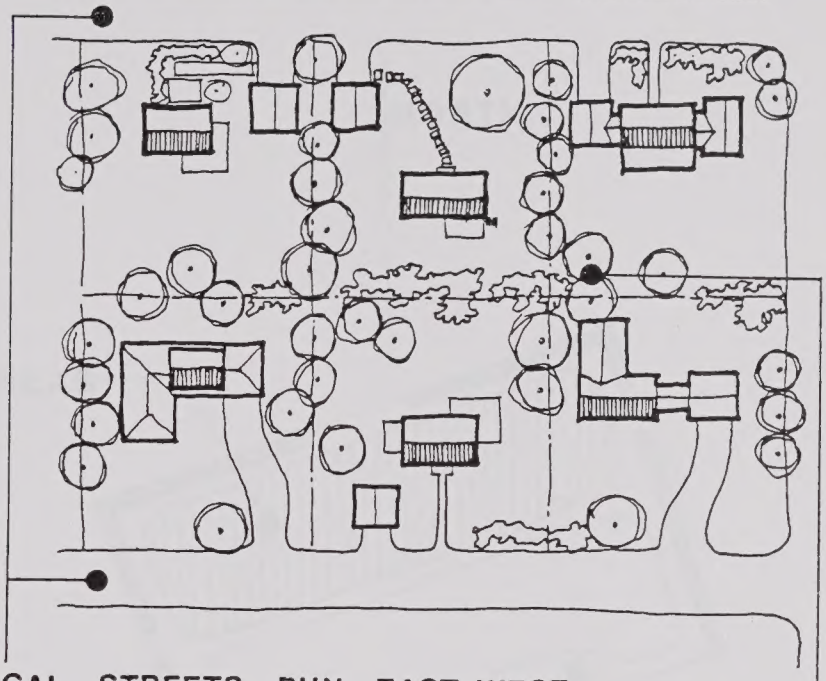
SOIL TYPES

HOLTVILLE

FIGURE CO - 1

SOLAR SITE PLANNING CONCEPTS

SITE PLAN FOR HOT-ARID REGION ILLUSTRATING PRINCIPLES OF ORIENTATION AND PLACEMENT OF BUILDINGS, STREETS AND PLANTING.



LOCAL STREETS RUN EAST-WEST.

TREES ON THE PROPERTY LINE PROVIDE BOTH MORNING & AFTERNOON SHADE.

- BUILDINGS ORIENTED FOR MAXIMUM SOLAR COLLECTION DURING WINTER.

- VARIATION IN SETBACK ALLOWS MAXIMUM VENTILATION.

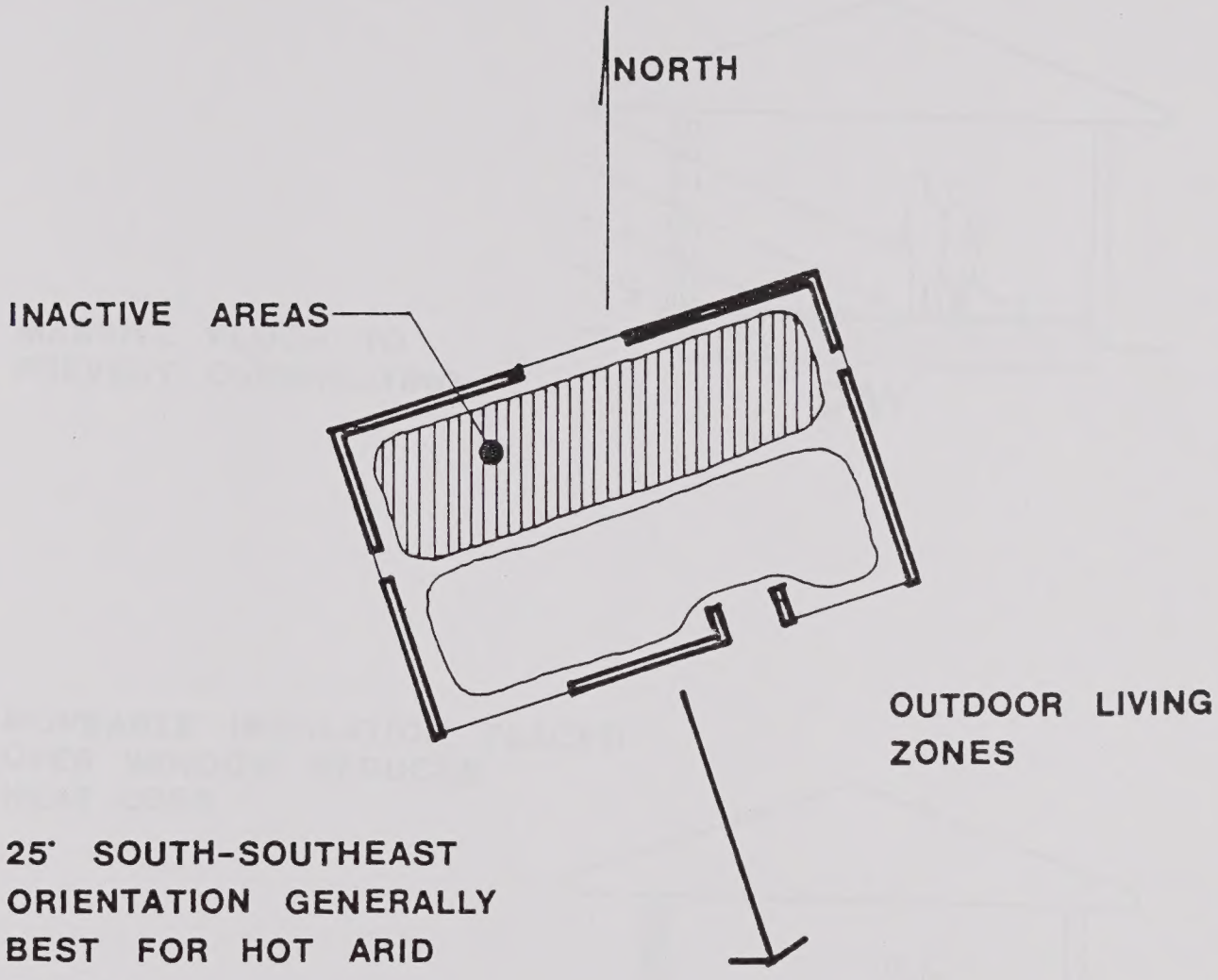
- PREVAILING BREEZES FLOW BENEATH HIGH-CANOPY TREES WITH LITTLE UNDERSTORY GROWTH.

- HOUSES FACE SOUTH

HOLTVILLE

FIGURE CO - 2

IDEAL BUILDING ORIENTATION



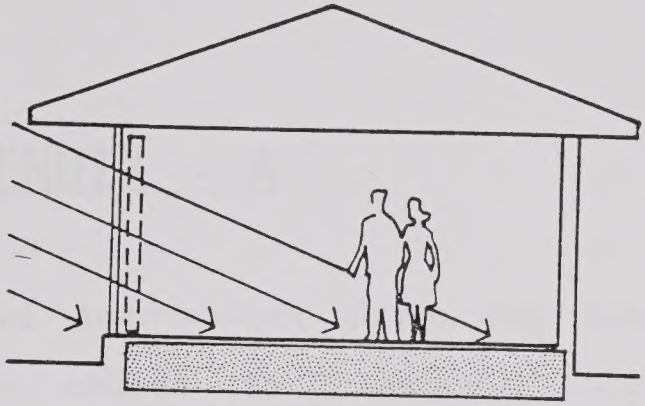
HOLTVILLE

FIGURE CO - 3

DESIGN FOR WINTER HEAT GAIN

OVERHANG PROTECTS WINDOW FROM SUMMER SUN

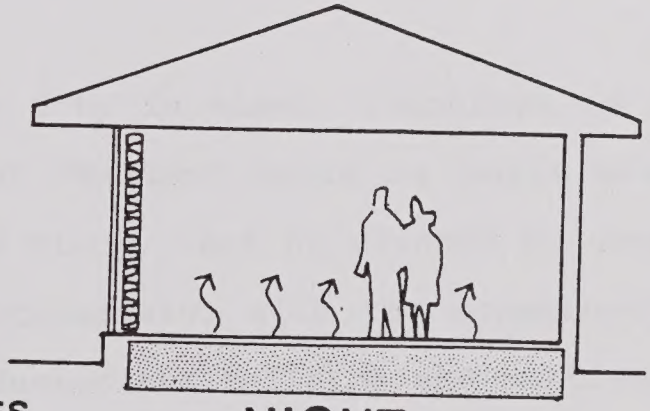
MASSIVE FLOOR TO PREVENT OVERHEATING



DAY

MOVEABLE INSULATION PLACED OVER WINDOW REDUCES HEAT LOSS

HEAT STORAGE IN MASSIVE FLOOR RE-RADIATES AT NIGHT



NIGHT

HOLTVILLE

FIGURE CO - 4

APPENDIX - A

Appendix A contains general information about the City of Holtville, including such things as history, location, climate, etc.

While a necessary part of the **GENERAL PLAN**, to provide background information, this appendix contains no goals, issues or policies.

HISTORY:

W.F. Holt, after whom the City is named, announced in August of 1903, that the town of "Holton" would be built around a proposed new Hydroelectric Plant, that he planned to construct on the Alamo River. Simultaneously, with the construction of the power plant, Holt conducted the building and settlement of the surrounding farm land, as well as the promotion of the town. The name "Holton" was changed almost immediately to "Holtville", apparently because of the similarity between the name "Holton" and another City already in existence, named "Colton".

Within about three (3) weeks of townsite lots being available, about $27,000 worth of property had been sold which reflected the apparent desire by farmers, as well as businessmen, to settle in the Eastern portions of the Imperial Valley. Ten (10) years later, the land prices of surrounding areas had gone from $20.00 per acre to as high as $175.00 per acre. Holtville was eventually incorporated as a City, on June 20, 1908.

In the early days, the relationship between the cities in the Imperial Valley were often intensely competitive, reflecting the particular frontier character of the area, and perhaps the fact that within a twenty (20) mile radius six (6) cities were established within one generation.

W.F. Holt almost concurrently with the building of Holtville, also commenced with partner C.A. Barker the development of El Centro, which became incorporated on April 6, 1908, some two (2) months ahead of Holtville.

The early growth of Holtville was steady, although never dramatic with the City's population reaching approximately 2,000 people in the 1940's, to 3,500 in the 1970's, and approximately 5,000 in the 1980's. A special Census conducted by the California Department of Finance in 1975 put Holtville's population at 4,345 people. The 1990 Census

projections indicates that Holtville has approximately 4,900 people. (At this writing, census figures are not final.)

Table H-2 represents population figures for both Holtville and the County of Imperial, for the last several decades. This Table allows some interesting comparisons. For example: based on the data available, it would appear that between 1960 and 1970, while the County as a whole remained almost constant, the City of Holtville experienced continuous growth. This could be attributable to both migration within the County from the rural and urban areas as well as some immigration from outside the County. In the early 1970's to the mid-1970's, the County experienced a reasonably sharp upturn in population. This could indicate the drop in the out-migration rates, as well as new in-migration. The 1970 Census figure indicated that about 14% of the County's population had moved into the County during the period of 1965 to 1970.

COMMUNITY DESIGN:

The appearance and layout of the City of Holtville is largely the result of factors such as the topography of the area, the grid design base established by Holt, the density and height of structures and the community's economic base. As is the case in most of the County, the most crucial determinant is the topography, which is extremely flat. In terms of growth, the Alamo River, located along the southern and western

perimeter, has for years, limited expansion of the City in a southerly direction. The growth to the east, north and to some degree the west, has limited or no topographic restrictions.

ACCESS TO THE CITY:

Entering the City from County territory can be accomplished in a number of ways. The most predominant access points to the City are Orchard Road from the south, providing an access point to Interstate 8; Highway 115 (Bonds Corner Road) also providing an access point from a southeasterly direction from Interstate 8 and Highway 98; East Evan Hewes Highway, providing an entrance at the east side of the City; Holt Road on the north; and Evan Hewes Highway providing the principal access from the direction of El Centro. There are, of course, many other minor roads, but the listed roads are used predominantly for both heavy, as well as general circulation traffic.

CITY PROFILE:

The City of Holtville, like any densly populated community or City within the Imperial Valley, represents a striking contrast from the agricultural lands surrounding it and, due to topography, the City is low in profile having an appearance

as a green oasis. From a distance, the most striking features are the tall palm trees and the City's water tower. Another feature typified by many cities across the nation, is the layout of Holtville, which has the commercial base located along the main thoroughfares, such as 5th Street and Holt Avenue, and then radiates industrial land uses in one or two directions and the residential in another. Perhaps one of the most significant distinguishing features of Holtville from other valley Cities, are the wide roadways within the City. While pleasant to drive on, they do represent a substantial economic impact on the City.

Another feature unique to the City of Holtville, is that there is little or no separation between low versus high income housing. The City does not have natural barriers, such as railroad tracks, or major thoroughfares, which often contribute to dividing a City into distinct sections or areas. The City of Holtville also does not have any designated scenic highways at this time, nor any such designation recommended. Visual improvement recommendations are however, contained within the various elements of this plan.

CLIMATE:

As a result of its location within the Southwestern Colorado Desert, the City of Holtville enjoys its distinctive

environment. While definitely a desert product, there are a number of factors which influence the atmospheric conditions. Among them are the elevation, the separation from moderating influences, such as large water body, (i.e. the Pacific Ocean), the number of days each year with cloudless skies, and influences by the Gulf of Mexico as well as agriculture irrigation practices. Like the rest of the County, the City of Holtville exhibits occasional high temperatures, as well as high humidity, with large variations in both humidity and temperatures at certain times of the year which may jump from 40% to 100% in less than a day. Likewise, temperatures during the summer months, particularly June, July, August, and September, are almost consistently 100 degrees while winter months provide a number of days in the low 30's. Another unique aspect of this desert community, is the annual rainfall which generally does not exceed two and a half to three inches per year. According to the Climatological Data available, the yearly average daily temperature is approximately 70 to 72 degrees.

WATER:

The City of Holtville receives water from the Imperial Irrigation District (IID) which transports it from the Colorado River via the All-American Canal. **Table 3** shows water consumption for the City of Holtville for the past ten (10)

years. Due to the limited annual rainfall in the geographical location of the City and the lack of adequate groundwater, the importation of Colorado River water to Holtville, as well as any community within the County of Imperial, is of crucial importance. Demands on the Colorado River have always been an issue, however, during the past ten (10) years, and particularly during years of drought, continuing and increasing demands on this resource, have required careful and constant attention, both in conservation, as well as continuity of available supply. Although the Imperial Irrigation District has continuously maintained that the valley's water supply from the Colorado River is well protected by law, the City, the County and the Imperial Irrigation District need to be ever vigilant and involved in continued water right protection from any actions that could jeopardize what appears to be an adequate supply. Although the City's water usage is very small in percentage comparison to the total water delivered to the Imperial Valley, it is never-the-less important that maximum conservation in all water utilization be implemented. To provide a continuous supply of potable water to residents, the City has undertaken a course to upgrade its water treatment plant and related facilities.

With the attraction of growth, the City will however, need additional water supply treatment capacity, and storage. The City is cognizant of the cost of such programs and services and, like other communities, the City has several mechanisms

to address these concerns, not the least of which are development fees. The City's Waste Water Treatment plant, having been upgraded in recent years, is generally adequate and can handle the current neds and some projected growth capacity. Continued upgrading and maintenance of the facilities, however, is as crucial in the waste water treatment system, as it is on the water treatment facilities. The City just commenced a substantial upgrading of its water plant which is expected to be completed by 1992.

ALAMO RIVER:

The Alamo River, traversing in a northwesterly direction along the southern boundaries of the City, provides a large area of relatively natural open-space; which, to date, has served somewhat of a barrier for development to the south of the City. The area provides habitat for wildlife, aquatic species and a limited amount of recreational space. The primary purpose, of course, of the Alamo River is to provide for agriculture drainage. According to Imperial Irrigation statistics, the Alamo inflow to the Salton Sea accounted for 593,664 acre feet in 1989.

Although the river has been a natural barrier, it has significant potential of becoming a recreational attraction, and, therefore, provide a positive rather than a negative influence to the City. A number of alternative uses are

discussed within the Open Space, as well as the Conservation portion of this Plan.

REGIONAL:

The City of Holtville is located in the southeastern portion of the State of California. It is influenced and has the potential to be affected by several regional issues.

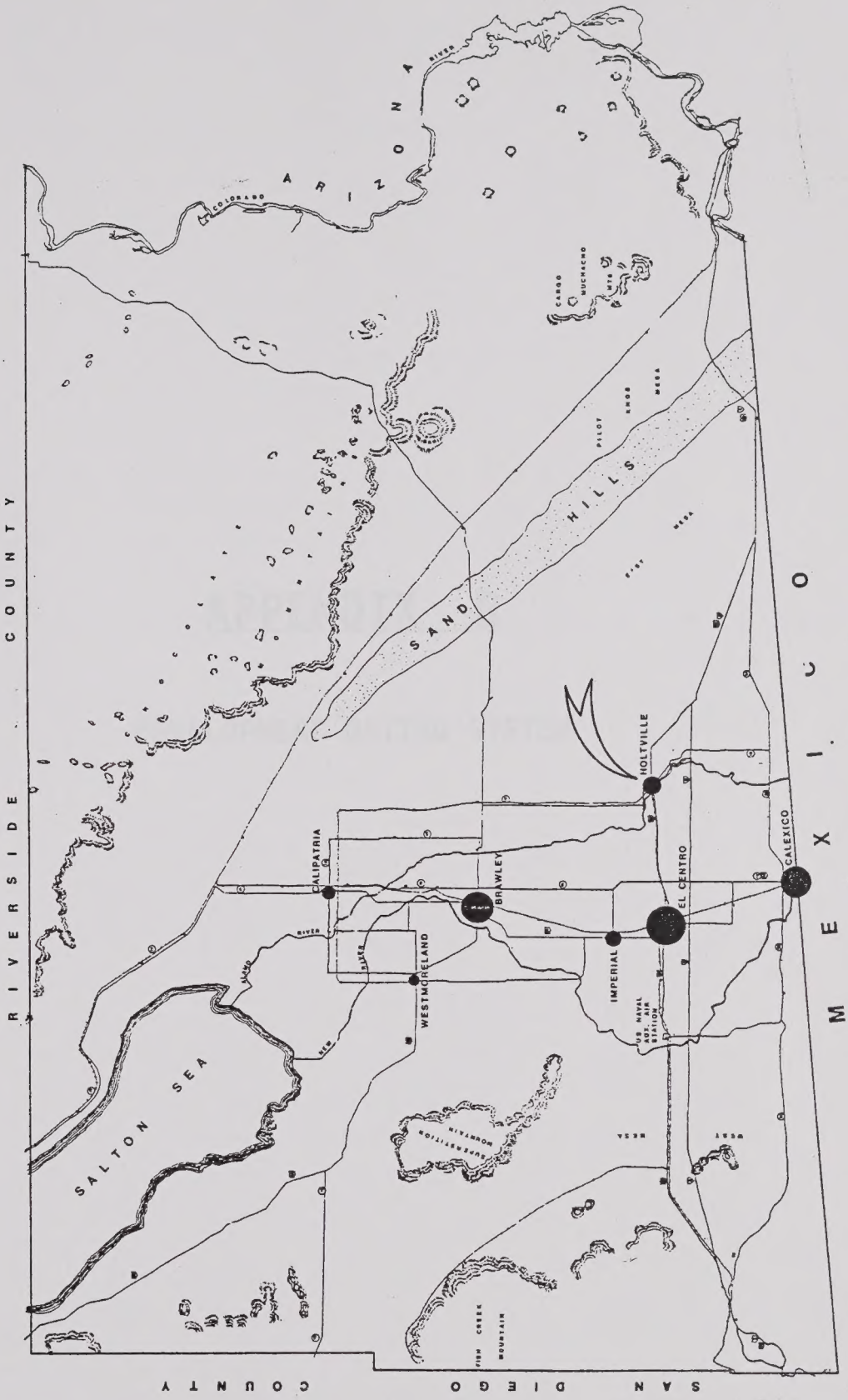
First, it is located within a few miles of Mexico. While this provides opportunities for tourism and recreation, in terms of people traveling to and from Mexico, it also provides a large unemployed labor force.

Second, because the major economic base has been and continues to be agricultural, the City like the County, can experience drastic economic changes over a short period of time, due to the single industrial base. While significant strides have recently been made to diversify employment into such areas as Geothermal and the State Prisons, it takes several years for an evenly balanced economic base to provide better stability.

Third, with development of at least two (2) prisons within the County, the development of a major aerospace firm and several other large projects, inevitable growth will substantially affect the City's development.

Fourth, with rising development costs and restrictions elswhere, including "no-growth" policies of several Southern California areas, the migration of business and people appears inevitable.

GENERAL LOCATION MAP



HOLTVILLE

FIGURE A - 1

APPENDIX B

DEVELOPMENT RATING SYSTEM

DEVELOPMENT RATING SYSTEM

1. **GENERAL PLAN AND CONSISTENCY WITH APPLIED ZONING** — **MAX. 10 POINTS**

   A. Project is consistent with the applied zoning and General Plan and furthers the goals, policies and objectives of the comprehensive General Plan. (1-9)

   B. Project will eliminate or correct a known inconsistency between the applied zoning and the General Plan (3)

   C. Project meets the specific critical housing needs as noted in the Housing Element of the General Plan (3)

2. **PROJECT FALL INTO THE FOLLOWING GEOGRAPHIC ZONES** — **MAX. 20 POINTS**

   A. Zone I - Project is adjacent to contiguous residential development (infilling). (20)

   B. Zone II - Project not contiguous to developed residential areas but within 1/4 mile of contiguous residential growth pattern. (12)

   C. Zone III - Project between 1/4 to 1/2 mile of contiguous residential development. (6)

   D. Zone IV - Project over 1/2 mile from contiguous residential development. (0)

3. **UTILITIES** — **MAX. 20 POINTS**

   A. Sewer Main Line — MAX. 6 POINTS

      1. Main extension of the main is required other than interior sewers through the project site. (6)

      2. Extension of sewer main other than through the project is less than 1/4 mile total length. (4)

3. Extension of sewer main other than through the project site will be less than 1/2 mile and more than 1/4 mile in total length. (1)

4. Extension of sewer main other than through the project site will be more than 1/2 mile in length. (0)

B. Water (assume project pays all extension costs) MAX. 4 POINTS

1. Existing water main adjoining site. (4)

2. No existing lines at site. (2)

3. For each type of water conserving device or technique used on project (developer to list). (1)

C. Drainage MAX. 4 POINTS

1. Project will not cause drainage problems for adjoining properties. (4)

2. Run-off from development will cause drainage problems for adjoining properties. (-1)

D. Private Utilities MAX. 6 POINTS

1. Phone service lines are:

   a. to the property. (2)
   b. within 1/4 mile of the property. (1)

2. Sufficiently sized electrical facilities are:

   a. to the property. (2)
   b. within 1/4 mile of the property. (1)
   c. conservation methods (developer to list). (1)

3. Sufficiently sized gas service lines are:

   a. to the property. (2)
   b. within 1/4 mile of the property. (1)

c. conservation methods (developer to list). (1)

4. SERVICES — MAX. 25 POINTS

A. Circulation — MAX. 6 POINTS

1. Project would help relive an existing circulation concern, as determined by the City. (4)

2. Project would widen at least one of its boundary streets where the street had already been widened on a contiguous property. (2)

3. Project is less than 1/2 mile from mass transit or less than 1 mile from two major highways. (1)

4. Project is less than 1 mile from an existing or proposed shopping area containing a convenience store or supermarket. (1)

B. Schools — MAX. 6 POINTS

1. Project is less than:

   a. 1/2 mile from an elementary school. (2)
   b. 1 mile from a junior or senior high school. (2)

2. Project does not overload or add to overload of:

   a. an elementary school or junior high school. (2)
   b. a senior high school. (2)

C. Fire Department — MAX. 5 POINTS

1. To the closest home in the project by the fastest route possible, response time is less than 3 min. (3)

2. To the closest home in the project by the fastest route possible, response time is less than 5 min. (2)

3. Nearest Fire Station has sufficient personnel and equipment now or funded for the future. (1)

4. Project uses non-mandatory fire protection device(s). (1-3)

D. Police Department Service MAX. 5 POINTS

1. Project site abuts existing development on at least 75% of perimeter. (2)

2. Project site abuts existing development between 25% and 75% of the perimeter. (1)

3. Project uses non-mandatory crime prevention devices or technique(s). (1-5)

E. Parks MAX. 5 POINTS

1. Project is located within 1/2 mile of developed park. (4)

2. Project is located within 1 mile of a developed park. (2)

3. Project is located within 1/2 mile of an undeveloped park site or usable open space such as a school playground or designated open space. (2)

5. PROJECT SENIORITY AND ACTIVITY MAX. 15 POINTS

A. Seniority, as defined by the number of months since approval of the Tentative Map, based on 2 points a month no to exceed 6 points. (0-6)

B. Approved house plans. (3)

C. Recordation of Final Map. (6)

6. PROJECT CONSIDERATIONS MAX. 10 POINTS
(Land Plan Features)

A. If the grading concept of the project produces round (natural appearing)

land forms in lieu of constant slope (engineered) cut and fill banks. (1)

B. If existing trees are retained, or additional trees added to the front yard area and/or City Parkway tree standards are exceeded by one or more trees per unit. (1-2)

C. If, for the front yard or each single family lot and the exterior sideyard of each corner lot in the project, landscaping and/or a sprinkler system is provided. (2-3)

D. If the majority of interior streets in the project are curved or cul-de-saced. (2-3)

E. The project falls into the Landscape Maintenance District. (2)

F. For other proposed plans by the developer and approved by the City Staff. (1-4)

TOTAL

RECAP:		**TOTAL POINTS**
1.	General Plan	10
2.	Priority Building Zones	20
3.	Utilities	20
4.	Services	25
5.	Project Seniority and Activity	15
6.	Project Considerations	10
	TOTAL	100

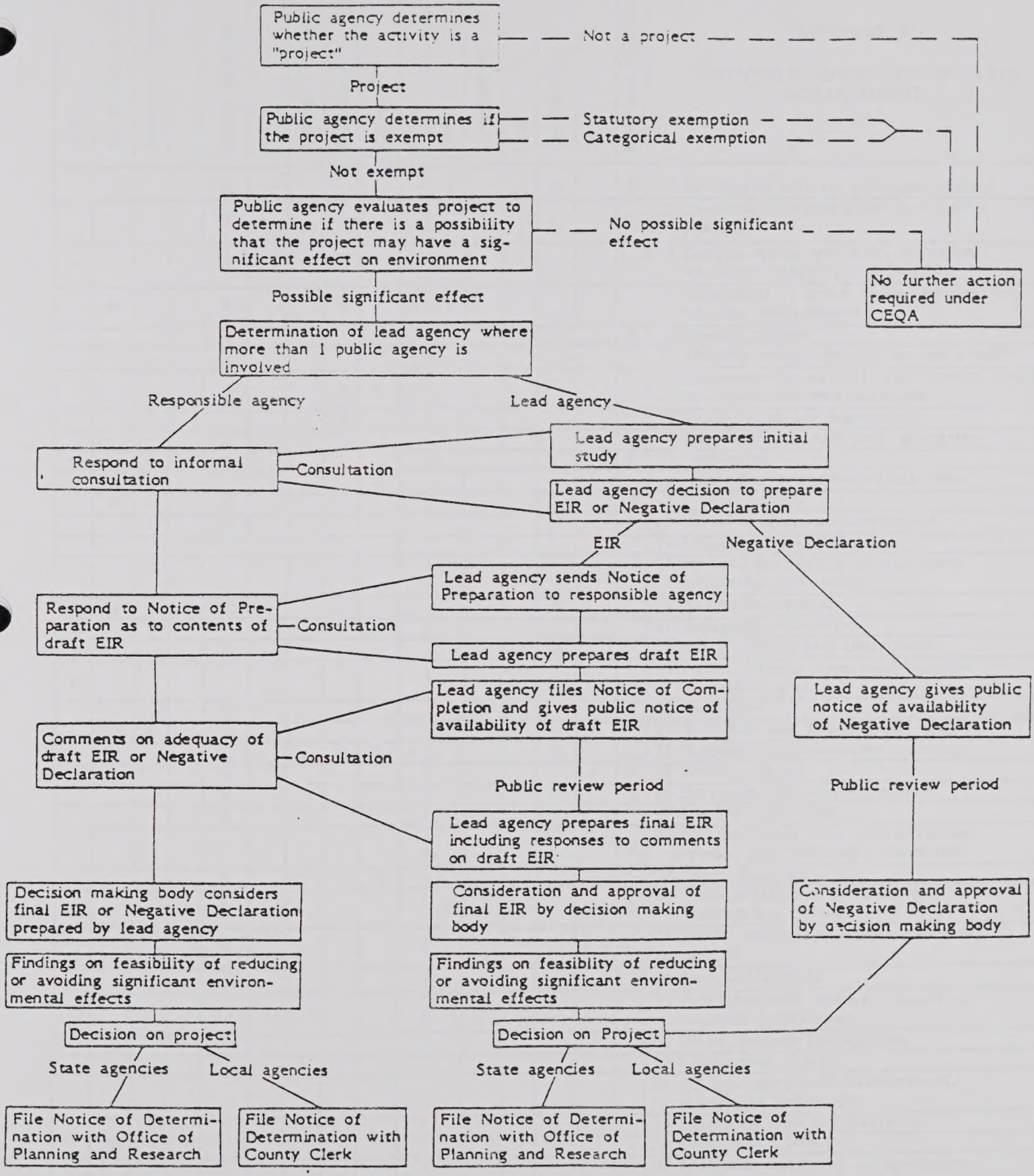
APPENDIX C

Appendix C represents the information and documentation required pursuant to the California Environmental Quality Act (CEQA), as contained in Government Code Section(s) 21000 et. seq.

The information is made available herein for the benefit of the reader and in compliance with the laws of the State.

APPENDIX A

CEQA PROCESS FLOW CHART



NOTE: This flow chart is intended merely to illustrate the EIR process contemplated by these Guidelines. The language contained in the Guidelines controls in case of discrepancies.

Revised/Effective January 1985

APPENDIX B

STATUTORY AUTHORITY OF STATE DEPARTMENTS

BCDC	Air Resources Board	Resources Agency	Health Services	Savings and Loan	Real Estate	Caltrans	HCD	DMV	Corporations	CHP	Aeronautics	Food and Agriculture	
	X		X					X		16	X	1	1 Air quality and air pollution control
			X									X	2 Chemical contamination and food products
26			7										3 Coastal areas, wetlands, estuaries, waterfowl refuges, and beaches
	24		8		X		X						4 Congestion in urban areas, housing and building displacement
			X									X	5 Disease control
	X		X										6 Electric energy generation and supply
			9		X	X	X						7 Environmental effects with special impact in low-income neighborhoods
					X							X	8 Flood plains and watersheds
			X									X	9 Food additives and food sanitation
		X	X									X	10 Herbicides
						X							11 Historic and archaeological sites
	X		X									2	12 Human ecology
			X									X	13 Microbiological contamination
													14 Mineral land reclamation
													15 Natural gas energy development generation and supply
	16		10								X		16 Navigable airways
25													17 Navigable waterways
			X							X	X		18 Noise control and abatement
25												X	19 Parks, forests, trees and outdoor recreation areas
		X	X									X	20 Pesticides
		X	X										21 Radiation and radiological health
	24		11	X	X	X	X				X		22 Regional comprehensive planning
			X									X	23 Rodent control
			X									3	24 Sanitation and waste systems
			X										25 Shellfish sanitation
												X	26 Soil and plant life, sedimentation, erosion and hydrologic conditions
			X			X						X	27 Toxic materials
			X					X		X		4	28 Transportation and handling of hazardous materials
			X									X	29 Water quality and water pollution control
			12									5	30 Fish and wildlife
25			13										31 Activities with special impact on regional jurisdictions
	24												32 Water project formulation
	24												33 Geothermal energy
													34 Oil and petroleum development, generation and supply
													35 Statewide land use patterns
	24												36 Open Space policy
						X							37 Statewide overview – cumulative impact of separate projects
							X						38 Seismic Hazards

APPENDIX B

continued

Office of Planning and Research	Native American Heritage Commission	Water Resources	State Water Resources Control Board	State Reclamation Board	State Lands Division	Solid Waste Management Board	Parks and Recreation	Forestry	Fish and Game	Energy Commission	Conservation	Colorado River Board	CTRPA	Coastal Commission	Boating & Waterways	
			X								X		27			1 Air quality and air pollution control
			X						X			14				2 Chemical contamination and food products
		X	X		X		X		X		X	14	27	26	X	3 Coastal areas, wetlands, estuaries, waterfowl refuges, and beaches
			21										27	26		4 Congestion in urban areas, housing and building displacement
			X					22	X			14				5 Disease control
		X					X	23	X	X		14		26	X	6 Electric energy generation and supply
							19									7 Environmental effects with special impact in low-income neighborhoods
		X		20	X		X		X		X	14	27	26		8 Flood plains and watersheds
																9 Food additives and food sanitation
			X				X	22	X			14				10 Herbicides
	X				X		X						27	26		11 Historic and archaeological sites
X							X		X				27	26		12 Human ecology
			X						X			14				13 Microbiological contamination
					X		X		X		X		27	26		14 Mineral land reclamation
					X				15	X	X			26		15 Natural gas energy development generation and supply
									16							16 Navigable airways
				20	X				X			14	27	26	X	17 Navigable waterways
									17							18 Noise control and abatement
	X				X		X		X		X	14	27	26	X	19 Parks, forests, trees and outdoor recreation areas
		X	X				X	22	X							20 Pesticides
									X	X		14				21 Radiation and radiological health
X		X	X		X		X		X	X	X	14	27	26	X	22 Regional comprehensive planning
							X	22	X							23 Rodent control
		X	X			X			18		X	14		26		24 Sanitation and waste systems
			X						X							25 Shellfish sanitation
		X	X		X		X		X		X	14	27	26		26 Soil and plant life, sedimentation, erosion and hydrologic conditions
			X			X	X		X			14				27 Toxic materials
			X							X	X					28 Transportation and handling of hazardous materials
		X	X						X		X	14	27	26	X	29 Water quality and water pollution control
			21				X		X			14	27	26		30 Fish and wildlife
		X		20			X					14	27	26		31 Activities with special impact on regional jurisdictions
		X	X	20			X	23	X			14			X	32 Water project formulation
		X	21		X				X	X	X	14				33 Geothermal energy
			21		X				X	X	X			26		34 Oil and petroleum development, generation and supply
X					X				X	X	X		27	26		35 Statewide land use patterns
X	X				X				X		X		27	26		36 Open Space policy
X										X						37 Statewide overview – cumulative impact of separate projects
		X								X	X		27	26		38 Seismic Hazards

APPENDIX B FOOTNOTES:

No.

1. Food and Agriculture - Effects on plants and animals.
2. Food and Agriculture - Protection of food and fiber.
3. Food and Agriculture - Agricultural, dairy and feed lot systems.
4. Food and Agriculture - As pertains to transportation, handling, storage and decontamination of pesticides.
5. Food and Agriculture - Pesticide effects, predatory animal control, bird control.
6. California Highway Patrol - Enforcement of motor vehicle regulations.
7. Health Services - Beach sanitation, water pollution, solid waste and mosquito control.
8. Health Services - Pertains to health component.
9. Health Services - Most of these are strongly related to health.
10. Health Services - Pertains to noise.
11. Health Services - Pertains to personal and environmental health components.
12. Health Services - As it may pertain to human health hazards.
13. Health Services - Pertains to comprehensive health planning.
14. Colorado River Board - As pertains to the Colorado, New and Alamo Rivers.
15. Fish and Game - As field development and distribution systems may affect fish and wildlife.
16. Fish and Game - As may affect migrating and resident wildlife.
17. Fish and Game - As excessive noise may affect wildlife.
18. Fish and Game - As water quality may affect fish and wildlife.
19. Parks and Recreation - In impacted areas only.
20. Reclamation Board - In areas of Board's jurisdiction only - the Sacramento-San Joaquin Valley.
21. State Water Resources Control Board - As may pertain to water quality.
22. Forestry - With respect to forest land.
23. Forestry - (6) and (32) - As related to fire protection or State (fire protection) responsibility land.
24. Air Resources Board - (4), (22), (32), (33), and (36) - As may pertain to residential, commercial, industrial or transportation growth.
26. San Francisco Bay Conservation and Development Commission - (3), (17), (19), and (30) - With respect to San Francisco Bay, Suisun Bay and adjacent shore areas.
26. California Coastal Commission - (3), (4), (6), (8), (11), (12), (14), (15), (17), (19), (22), (23), (26), (29), (30), (31), (34), (35), and (36) - With respect to effects within the California Coastal Zone.
27. California Tahoe Regional Planning Agency - With respect to effects in the Tahoe Basin.
28. Native American Heritage Commission - With respect to places of special religious or social significance to Native Americans including archaeological sites, cemeteries, and places of worship.

NOTE: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21080.3, 21080.4, 21104, and 21153, Public Resources Code.

Mail to: State Clearinghouse, 1400 Tenth Street, Room 121, Sacramento, CA 95814 — 916/445-0613

See NOTE below

SCH #

NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT TRANSMITTAL FORM

1. Project Title:

2. Lead Agency: 3. Contact Person:

3a. Street Address: 3b. City:

3c. County: 3d. Zip: 3e. Phone:

PROJECT LOCATION 4. County: 4a. City/Community:

4b. Assessor's Parcel No. 4c. Section Twp. Range

5a. Cross Streets: 5b. For Rural, Nearest Community:

6. Within 2 miles: a. State Hwy # b. Air-ports c. Rail-ways d. Water-ways

7. DOCUMENT TYPE

CEQA

01. ___NOP
02. ___Early Cons
03. ___Neg Dec
04. ___Draft EIR
05. ___Supplement/Subsequent EIR (Prior SCH No.: _____)
06. ___NOE
07. ___NOC
08. ___NOD

NEPA

09. ___NOI
10. ___FONSI
11. ___Draft EIS
12. ___FA

OTHER

13. ___Joint Document
14. ___Final Document
15. ___Other

8. LOCAL ACTION TYPE

01. ___General Plan Update
02. ___New Element
03. ___General Plan Amendment
04. ___Master Plan
05. ___Annexation
06. ___Specific Plan
07. ___Community Plan
08. ___Redevelopment
09. ___Rezone
10. ___Land Division (Subdivision, Parcel Map, Tract Map, etc.)
11. ___Use Permit
12. ___Waste Mgmt Plan
13. ___Cancel Ag Preserve
14. ___Other

9. DEVELOPMENT TYPE

01. ___Residential: Units Acres
02. ___Office: Sq. Ft. Acres Employees
03. ___Shopping/Commercial: Sq. Ft. Acres Employees
04. ___Industrial: Sq. Ft. Acres Employees
05. ___Water Facilities: MGD
06. ___Transportation: Type
07. ___Mining: Mineral
08. ___Power: Type Watts
09. ___Waste Treatment: Type
10. ___OCS Related
11. ___Other:

10. TOTAL ACRES: 11. TOTAL JOBS CREATED:

12. PROJECT ISSUES DISCUSSED IN DOCUMENT

01. ___Aesthetic/Visual
02. ___Agricultural Land
03. ___Air Quality
04. ___Archaeological/Historical
05. ___Coastal Zone
06. ___Economic
07. ___Fire Hazard
08. ___Flooding/Drainage
09. ___Geologic/Seismic
10. ___Jobs/Housing Balance
11. ___Minerals
12. ___Noise
13. ___Public Services
14. ___Schools
15. ___Septic Systems
16. ___Sewer Capacity
17. ___Social
18. ___Soil Erosion
19. ___Solid Waste
20. ___Toxic/Hazardous
21. ___Traffic/Circulation
22. ___Vegetation
23. ___Water Quality
24. ___Water Supply
25. ___Wetland/Riparian
26. ___Wildlife
27. ___Growth Inducing
28. ___Incompatible Landuse
29. ___Cumulative Effects
30. ___Other

13. FUNDING (approx) Federal $ State $ Total $

14. PRESENT LAND USE AND ZONING:

15. PROJECT DESCRIPTION:

16. SIGNATURE OF LEAD AGENCY REPRESENTATIVE: DATE:

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. from a Notice of Preparation or previous draft document) please fill it in.

REVIEWING AGENCIES

____ Resources Agency	____ Caltrans District _____
____ Boating/Waterways	____ Dept. of Transportation Planning
____ Conservation	____ Aeronautics
____ Fish and Game	____ California Highway Patrol
____ Forestry	____ Housing & Community Dev't.
____ Colorado River Board	____ Statewide Health Planning
____ Dept. Water Resources	____ Health
____ Reclamation	____ Food & Agriculture
____ Parks and Recreation	____ Public Utilities Commission
____ Office of Historic Preservation	____ Public Works
____ Native American Heritage Commission	____ Corrections
____ S.F. Bay Cons. & Dev't. Commission	____ General Services
____ Coastal Commission	____ OLA
____ Energy Commission	____ Santa Monica Mountains
____ State Lands Commission	____ TRPA
____ Air Resources Board	____ OPR - OLGA
____ Solid Waste Management Board	____ OPR - Coastal
____ SWRCB: Sacramento	____ Bureau of Land Management
____ RWQCB: Region #_____	____ Forest Service
____ Water Rights	____ Other: _____
____ Water Quality	____ Other: _____

FOR SCH USE ONLY

Date Received at SCH _____ Catalog Number _____
Date Review Starts _____ Applicant _____
Date to Agencies _____ Consultant _____
Date to SCH _____ Contact _____ Phone _____
Clearance Date _____ Address _____
Notes: _____

APPENDIX D

NOTICE OF DETERMINATION

TO: ____ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

FROM: (Public Agency) _____

____ County Clerk
County of _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title

State Clearinghouse Number (If Submitted to Clearinghouse) | Contact Person | Area Code/Number/Extension

Project Location

Project Description

This is to advise that the _____ (Lead Agency or Responsible Agency) has approved the above described project on _____ (Date) and has made the following determinations regarding the above described project:

1. The project ___will, ___will not have a significant effect on the environment.
2. ____ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ____ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures ___were, ___were not made a condition of the approval of the project.
4. A statement of Overriding Considerations ___was, ___was not adopted for this project.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at:

Date Received for Filing and Posting at OPR _____

Signature (Public Agency) | Title

Revised March 1986

APPENDIX E

NOTICE OF EXEMPTION

TO: ____ Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

____ County Clerk
County of_____
_____
_____

FROM: _____
_____
_____

_____
Project Title

_____
Project Location - Specific

_____
Project Location - City Project Location - County

_____
Description of Nature, Purpose, and Beneficiaries of Project

_____
Name of Public Agency Approving Project

_____
Name of Person or Agency Carrying Out Project

_____
Exempt Status: (Check One)

____ Ministerial (Sec. 21080(b)(1); 15268);
____ Declared Emergency (Sec. 21080(b)(3); 15269(a));
____ Emergency Project (Sec. 21080(b)(4); 15269(b)(c)).

_____
Reasons why project is exempt:

_____
Contact Person Area Code/Telephone/Extension

_____
If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a notice of exemption been filed by the public agency approving the project? Yes ____ No ____

Date Received for Filing: _____

_____
Signature Title

Revised March 1986

APPENDIX F

ENERGY CONSERVATION

I. Introduction

The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

(1) decreasing overall per capita energy consumption,
(2) decreasing reliance on natural gas and oil, and
(3) increasing reliance on renewable energy sources.

In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.

Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, lifetime costs may be determined more by energy efficiency than by initial dollar costs.

II. EIR Contents

Potentially significant energy implications of a project should be considered in an EIR. The following list of energy impact possibilities and potential conservation measures is designed to assist in the preparation of an EIR. In many instances, specific items may not apply or additional items may be needed.

A. Project Description may include the following items:

1. Energy consuming equipment and processes which will be used during construction, operation, and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project.

2. Total energy requirements of the project by fuel type and end use.

3. Energy conservation equipment and design features.

4. Initial and life-cycle energy costs or supplies.

5. Total estimated daily trips to be generated by the project and the additional energy consumed per trip by mode.

B. Environmental Setting may include existing energy supplies and energy use patterns in the region and locality.

C. Environmental Impacts may include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.

3. The effects of the project on peak and base period demands for electricity and other forms of energy.

4. The degree to which the project complies with existing energy standards.

5. The effects of the project on energy resources.

6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

D. Mitigation Measures may include:

1. Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.

2. The potential of siting, orientation, and design to minimize energy consumption, including transportation energy.

3. The potential for reducing peak energy demand.

4. Alternate fuels (particularly renewable ones) or energy systems.

5. Energy conservation which could result from recycling efforts.

E. Alternatives should be compared in terms of overall energy consumption and in terms of reducing wasteful, inefficient and unnecessary consumption of energy.

F. Unavoidable Adverse Effects may include wasteful, inefficient and unnecessary consumption of energy during the project construction, operation, maintenance and/or removal that cannot be feasibly mitigated.

G. Irreversible Commitment of Resources may include a discussion of how the project preempts future energy development or future energy conservation.

H. Short-Term Gains versus Long-Term Impacts can be compared by calculating the energy costs over the lifetime of the project.

I. Growth Inducing Effects may include the estimated energy consumption of growth induced by the project.

APPENDIX G

SIGNIFICANT EFFECTS

A project will normally have a significant effect on the environment if it will:

(a) Conflict with adopted environmental plans and goals of the community where it is located;
(b) Have a substantial, demonstrable negative aesthetic effect;
(c) Substantially affect a rare or endangered species of animal or plant or the habitat of the species;
(d) Interfere substantially with the movement of any resident or migratory fish or wildlife species;
(e) Breach published national, state, or local standards relating to solid waste or litter control;
(f) Substantially degrade water quality;
(g) Contaminate a public water supply;
(h) Substantially degrade or deplete ground water resources;
(i) Interfere substantially with ground water recharge;
(j) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study;
(k) Induce substantial growth or concentration of population;
(l) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system;
(m) Displace a large number of people;
(n) Encourage activities which result in the use of large amounts of fuel, water, or energy;
(o) Use fuel, water, or energy in a wasteful manner;
(p) Increase substantially the ambient noise levels for adjoining areas;
(q) Cause substantial flooding, erosion or siltation;
(r) Expose people or structures to major geologic hazards;
(s) Extend a sewer trunk line with capacity to serve new development;
(t) Substantially diminish habitat for fish, wildlife or plants;
(u) Disrupt or divide the physical arrangement of an established community;
(v) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected;
(w) Conflict with established recreational, educational, religious or scientific uses of the area;
(x) Violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations;
(y) Convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land;
(z) Interfere with emergency response plans or emergency evacuation plans.

APPENDIX H

ENVIRONMENTAL INFORMATION FORM
(To Be Completed By Applicant)

Date Filed _____

General Information

1. Name and address of developer or project sponsor: _____
_____

2. Address of project: _____
Assessor's Block and Lot Number: _____

3. Name, address, and telephone number of person to be contacted concerning this project: _____

4. Indicate number of the permit application for the project to which this form pertains: _____

5. List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state and federal agencies: _____
_____
_____

6. Existing zoning district: _____

7. Proposed use of site (Project for which this form is filed): _____
_____

Project Description

8. Site size.

9. Square footage.

10. Number of floors of construction.

11. Amount of off-street parking provided.

12. Attach plans.

13. Proposed scheduling.

14. Associated project.

15. Anticipated incremental development.

16. If residential, include the number of units, schedule of unit sizes, range of sale prices or rents, and type of household size expected.

17. If commercial, indicate the type, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities.

18. If industrial, indicate type, estimated employment per shift, and loading facilities.

19. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project.

20. If the project involves a variance, conditional use or rezoning application, state this and indicate clearly why the application is required.

Are the following items applicable to the project or its effects? Discuss below all items checked yes (attach additional sheets as necessary).

	Yes	No
21. Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours.	___	___
22. Change in scenic views or vistas from existing residential areas or public lands or roads.	___	___
23. Change in pattern, scale or character of general area of project.	___	___
24. Significant amounts of solid waste or litter.	___	___
25. Change in dust, ash, smoke, fumes or odors in vicinity.	___	___
26. Change in ocean, bay, lake, stream or ground water quality or quantity, or alteration of existing drainage patterns.	___	___
27. Substantial change in existing noise or vibration levels in the vicinity.	___	___
28. Site on filled land or on slope of 10 percent or more.	___	___
29. Use of disposal of potentially hazardous materials, such as toxic substances, flammables or explosives.	___	___
30. Substantial change in demand for municipal services (police, fire, water, sewage, etc.).	___	___
31. Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc.).	___	___
32. Relationship to a larger project or series of projects.	___	___

Environmental Setting

33. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the

site, and the use of the structures. Attach photographs of the site. Snapshots or polaroid photos will be accepted.

34. Describe the surrounding properties, including information on plants and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, set-back, rear yard, etc.). Attach photographs of the vicinity. Snapshots or polaroid photos will be accepted.

Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

_____ _____

Date Signature

For _____

(Note: This is only a suggested form. Public agencies are free to devise their own format for initial studies.)

APPENDIX I

ENVIRONMENTAL CHECKLIST FORM
(To Be Completed By Lead Agency)

I. Background

1. Name of Proponent _____

2. Address and Phone Number of Proponent _____
_____
_____

3. Date of Checklist Submitted _____

4. Agency Requiring Checklist _____

5. Name of Proposal, if applicable _____

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	Yes	Maybe	No
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	___	___	X
b. Disruptions, displacements, compaction or overcovering of the soil?	___	___	X
c. Change in topography or ground surface relief features?	___	___	X
d. The destruction, covering or modification of any unique geologic or physical features?	___	___	X
e. Any increase in wind or water erosion of soils, either on or off the site?	___	___	X
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	___	___	X
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	___	X	___

	Yes	Maybe	No
2. Air. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	—	—	X
b. The creation of objectionable odors?	—	—	X
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	—	—	X
3. Water. Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	—	—	X
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	—	—	X
c. Alterations to the course or low of flood waters?	—	—	X
d. Change in the amount of surface water in any water body?	—	—	X
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	—	—	X
f. Alteration of the direction or rate of flow of ground waters?	—	—	X
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	—	—	X
h. Substantial reduction in the amount of water otherwise available for public water supplies?	—	—	X
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	—	—	X
4. Plant Life. Will the proposal result in:	—	—	—
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	—	—	X

	Yes	Maybe	No
b. Reduction of the numbers of any unique, rare or endangered species of plants?	___	___	X
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	___	___	X
d. Reduction in acreage of any agricultural crop?	___	___	X
5. **Animal Life.** Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	___	___	X
b. Reduction of the numbers of any unique, rare or endangered species of animals?	___	___	X
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	___	___	X
d. Deterioration to existing fish or wildlife habitat?	___	___	X
6. **Noise.** Will the proposal result in:			
a. Increases in existing noise levels?	___	___	X
b. Exposure of people to severe noise levels?	___	___	X
7. **Light and Glare.** Will the proposal produce new light or glare?	___	___	X
8. **Land Use.** Will the proposal result in a substantial alteration of the present or planned land use of an area?	X	___	___
9. **Natural Resources.** Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	___	X	___
10. **Risk of Upset.** Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	___	___	X

	Yes	Maybe	No
b. Possible interference with an emergency response plan or an emergency evacuation plan?	___	___	X
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	X	___	___
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	X	___	___
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	___	X	___
b. Effects on existing parking facilities, or demand for new parking?	___	X	___
c. Substantial impact upon existing transportation systems?	___	X	___
d. Alterations to present patterns of circulation or movement of people and/or goods?	___	X	___
e. Alterations to waterborne, rail or air traffic?	___	___	X
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	___	___	X
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	X	___	___
b. Police protection?	X	___	___
c. Schools?	X	___	___
d. Parks or other recreational facilities?	X	___	___
e. Maintenance of public facilities, including roads?	X	___	___
f. Other governmental services?	X	___	___
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	___	___	X

	Yes	Maybe	No
b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?	___	___	X
16. **Utilities.** Will the proposal result in a need for new systems, or substantial alterations to the following utilities:	X	___	___
17. **Human Health.** Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	___	___	X
b. Exposure of people to potential health hazards?	___	___	X
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	___	___	X
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	___	X	___
20. Cultural Resources.			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	___	___	X
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	___	___	X
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	___	___	X
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	___	___	X
21. Mandatory Findings of Significance.			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate			

	Yes	Maybe	No
important examples of the major periods of California history or prehistory?	___	___	X
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	___	___	X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	___	___	X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	___	___	X

III. Discussion of Environmental Evaluation
(Narrative description of environmental impacts.)

IV. Determination
(To be completed by the Lead Agency.)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☒

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED. ☐

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

Date _____ Signature _____

For _____

(Note: This is only a suggested form. Public agencies are free to devise their own format for initial studies.)

APPENDIX J

NOTICE OF PREPARATION

TO: _____ FROM: _____

_____ _____
(Address) (Address)

_____ _____

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

_____ will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study ___ is, ___ is not, attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to _____ at the address shown above. We will need the name for a contact person in your agency.

Project Title:

Project Applicant, if any:

DATE _____ Signature _____

Title _____

Telephone _____

Reference: California Administrative Code, Title 14, Sections 15082(a), 15103, 15375.

APPENDIX D

IMPERIAL IRRIGATION DISTRICT

OPERATING HEADQUARTERS • P. O. BOX 937 • IMPERIAL, CALIFORNIA 92251

AGM

March 12, 1991

Mr. Jurg Heuberger, Consultant
City of Holtville
c/o Imperial County Planning Department
Courthouse, 939 Main Street
El Centro, CA 92243-2856

Subject: Holtville General Plan Update

Dear Mr. Heuberger:

You have been in contact informally with our staff and also by letter dated January 16, 1991 to the Real Estate Section regarding your effort as a Consultant for the City of Holtville to update their General Plan. Mentioned in your letter is the possibility of utilizing District land adjacent to the Alamo River bordering the City as a corridor for "recreational/preservation" purposes.

The purpose of this letter is to provide you some preliminary information regarding this concept as well as to document other interests the District may have regarding the General Plan.

The possibility of designating the District land along the Alamo River as recreational/preservation land use initially raises the following concerns:

- Potential health risks associated with people recreating on a regular basis near the Alamo River stream.
- Safety risk of high flows from stormwater impacting recreational users and their vehicles.
- Liability for accidents, injuries, or other damages occurring on District property.
- Possible restrictions on the District if such a designation prohibited future use of the land for impoundments or other District purposes.

RECEIVED

MAR 19 1991

IMPERIAL COUNTY
PLANNING DEPARTMENT

One possible advantage of designating the area for this type of land use might be the management of surface activities by the City.

Other items that you might consider as you prepare the General Plan are (1) the proposed abandonment of the Southern Pacific Railroad tracks that could be dedicated as a public utility corridor for transmission lines or other District works, and (2) identification of sites for future substations that may be associated with community growth.

You indicated that you may be contacting District Managers regarding other water and power issues. Please be sure to place the District on your mailing list for review of the draft General Plan.

Sincerely,

Charles L. Shreves

CHARLES L. SHREVES
General Manager

RAM:sg
HV-GP.LET

Copy to Mr. Dennis R. Halloway, City Manager

To: Jurg Heuberger 9 Apr 91

From: Robert Lang (IID)

Subject: Holtville General Plan

In reviewing the Plan I've come across several typos that you might want to check:

- p. 158: "Most of the buildings in Holtville were built over 305 years ago" ⟶ 35 years
- p. 190: Change 2,942.429 acre-fee to 2,942,429 acre-feet
- p. 192: Change "air porn dust" to "airborne dust"
- p. 194: Change "mega watt" to "megawatt"
- p. 196: Change "rain fall" to "rainfal"
- Miscellaneous locations: Reference is made to Alamo Canal instead of Alamo River.

- degressionary ⟶ discretionary (Not sure which page)

APPENDIX E

SEISMIC HISTORY IN IMPERIAL VALLEY

Reliable accounting of earthquakes began around the turn of the century when Imperial County became inhabited. What evidence exists, suggests that earlier seismic activity was similar to recent activity. Generally, only events of intensity V or greater are included here.

The following accounts, (through 1970), are taken largely from "An Earthquake History of the United States" by the U.S. Department of Commerce. The accounts for after 1970 are compiled from a variety of sources, all listed in the reference section.

"November 1852, based on reported effects in distant towns, a large earthquake is believed to have occurred in the northern Salton Trough, probably in the Imperial Valley. A magnitude of 6.5 is estimated for this event." (This quote is from the December 1979 issue of "California Geology.")

"1853 December Fort Yuma. Many shocks. Possibly of destructive force."

"1868 May Los Palmas, east and north of Salton Sea. One source states that a long fissure opened in the earth. (If this is true, the intensity was IX, perhaps X)."

"1871 (Month Unknown) Imperial Valley. Halfway between Los Palmas and Yuma, the shock rolled men over who were sleeping on the ground."

"1877 June 11. Imperial County. Violent vibrations preceded volcanic eruption in the mountains near Flowing Well Station, about 60 miles northeast of Yuma."

"1892 February 23 Northern Baja California. The intensity of this shock probably reached X near the epicenter which was apparently in the uninhabited region of northern Baja California. It was felt strongly along the Pacific coast of Baja California, as far as San Quentin, Mexico and as far north as Visalia, CA. At Carrizo, all adobe buildings were destroyed; at Jamul, walls of stone kilns cracked. At Campo, there were 155 shocks in 12 hours. After shocks were numerous for several days."

"1903 January 23. Baja California. A strong earthquake, centering in the uninhabited region south of Imperial Valley, was felt throughout southern California, southern Nevada, and western Arizona. A similar shock under present conditions in the Imperial Valley would cause damage, as Recorded by distant seismographs. Magnitude 7+."

"1906. March 3. Southern California. Felt widely in southern California. Origin south of border. Recorded by distant seismographs, which indicates moderately destructive power."

"1906 April 18 Brawley, Imperial Valley. Chimneys fell. Banks of New River caved in; water tanks destroyed at Cocopah in Baja California. The published information is very limited, but H. O. Wood, on the basis of verbal information, reported this to be a very severe shock. Magnitude 6+. It came just hours after the great San Francisco quake and most probably was related."

"1915 June 22 El Centro, Calexico, and Mexicali. Two destructive shocks, nearly 1 hour apart. Heavy damage (about $900,000) in southern Imperial Valley was caused as much by poor quality buildings as by the intensity of shock. In El Centro, well constructed buildings merely suffered cracks. At Mexicali, Mexico, people returned to buildings after the first shock; six were killed and many were injured by the second earthquake. Though a few cracks were formed in the alluvium, the irrigation ditches and works were damaged very little. The unstable banks of the New and Alamo Rivers slid down in many places. Several farmers observed that after the shocks, one-third more water was required for irrigation because of the cracks in the soil. Despite the rather high local intensity, the total energy was moderate. Magnitude 6 1/4 for both shocks."

"1915 November 20 Baja California. A shock, revealed by seismograms to have been considerably greater than that of June 22, occurred in the Volcano Lake region south of the Mexican boundary. In the Imperial Valley, the highest intensity was at Calexico; at Volcano Lake, levees and damp ground were cracked. Magnitude 7.1."

"1917 May 27 Imperial Valley. Seems to have been most severe in open country. Walls were reported cracked at Brawley."

"1918 April 30 Calexico, Plate glass broke. Felt over an area of about a 100 mile radius."

"1919 September 29 Baja California. Levees slumped and many longitudinal cracks were formed in the Volcano Lake region south of Imperial Valley. Reported intensity distribution suggests that more than one shock occurred. A few fore-shocks and numerous after shocks."

"1919 October 1 Baja California. A shock similar in location and energy to that of September 29."

"1921 September 8 South of Imperial Valley. Duration at Calexico 30 seconds, than a second shock of same duration.

Felt over a large area; probably of destructive intensity in the epicenter area."

"1923 November 5 Calexico. The epicenter was probably near Calexico where a hotel shifted several inches on its foundation and other buildings sustained minor damage. Intensity was about the same at El Centro."

"1923 November 7 Baja California. Intensity VII at Calexico. Damage caused by the shock of November 5 was increased, and one fire resulted. A stronger shock than that of November 5. Epicenter appears to have been in Baja California, south of Calexico."

"1925 April 15 Calexico. Plaster was shaken from walls; inhabitants fled to the streets. Again, the epicenter probably was a short distance south of the border."

"1926 April 19 Baja California. Volcano Lake region. Light at Calexico, duration 20 seconds. Seismograms indicate energy sufficient to be destructive over a small area. Felt as far as San Diego."

"1927 January 1 Imperial Valley, near Mexican border. Two heavy shocks about an hour apart began a long earthquake series, though none of the latter exceeded VI in intensity. In Calexico and Mexicali many buildings were damaged, water mains broke, and some fires ignited. Between 15 and 20 persons were injured. At Heber, El Centro, and Imperial, slight damage was reported. At Heber, telephone service was interrupted. Magnitude 5 3/4 and 5 1/2, respectively. The after shock of February 12, 00:59, was farther north and was felt as strongly at Brawley as the main shocks. Hundreds of aftershocks occurred."

"1930 February 25 Imperial Valley. At Westmorland, walls cracked, chimneys toppled and inferior buildings were damaged. Mud craterlets were found a few miles east of Westmorland. Several fore-shocks and many after-shocks. Magnitude 5.0."

"1930 March 1 Imperial Valley. This shock was of smaller magnitude than that of February 25. At Brawley, brick buildings were damaged, chimneys were thrown down, and plate glass shattered. Structural damage included falling of cornices and walls, severe cracks in walls, and displacement of roofs. Well-constructed buildings sustained little damage. Magnitude 4.5."

"1934 December 30 and 31 South of Calexico. Two separate main events, the first, magnitude 6.5 and the second 7.1. It is difficult to determine which event caused what damage. Railroad bridges were damaged and tracks twisted. Surface cracks appeared. Water sprouted in dry river beds. Adobe houses were wrecked and a large water tower was thrown down.

Irrigation ditches were damaged, roads buckled and communication systems were disrupted. It was felt strongly in Tijuana. Chimneys and walls were thrown down at Calipatria. Intensities XI and X in Baja, VI and VII in Imperial Valley.

"1940 May 18 Imperial Valley. Sixty thousand square miles affected in the United States (including Arizona and Nevada) and an unknown area in Mexico. The epicenter was located southeast of El Centro, but there was surface slipping with surface rupture over a known distance of 40 miles. The existence of the Imperial Fault was revealed for the first time. The horizontal displacement reached 19 feet near the border. Vertical displacements up to 4 feet were observed. There was damage at all towns in the Imperial Valley and canals were damaged with serious interruption to water service."

The Alamo Canal (still in use) was opened by the displacement causing a local flood south of the border.

At Imperial, the city water tanks collapsed and 80% of the buildings were damaged. At the more heavily populated town of Brawley, there was greater total damage but less percentage of loss. Possibly 40% of the buildings were damaged, but the percentage was higher in business buildings.

At Holtville, the city's water tank collapsed, but the damage was not great. Damage at Calexico and at Mexicali, Mexico was not as extensive as might have been expected. The principle loss in Mexicali was fire set by a short circuit.

Indirect loss of crops was considerable; direct earthquake loss in the United States was 6 million dollars. Nine lives were lost. Magnitude 7.1, intensity X."

Again, the rest of the decade was relatively quiet. There were eight quakes of magnitude 5 or greater in the area. Six of these came in 1942. (five on October 21-22). A landslide damaged the SD&AE railroad bridge in Carrizon Gorge and some cracked plaster was reported throughout the Imperial Valley. A 5.4 event centered south of Borrego, January 8, 1946, caused no damage.

"1950 July 29 Imperial Valley. Strongest of the series of shocks centering near Calipatria on July 27, 28 and 29. Fifty thousand dollars in damage resulted, chiefly from merchandise being thrown from the shelves in the Calipatria, Westmorland, and Niland areas. In Calipatria, concrete standpipes broke and a small railroad bridge shifted six to eight inches. There was considerable plaster damage. In the outskirts, sand boils appeared and irrigation ditch banks sloughed. In Westmorland, reinforced concrete walls of the post office building cracked and windows broke at the City Hall and at the Food Center Building. Also felt at Parker and Yuma, Arizona. Magnitude

5.4. A 4.7 aftershock August 1, caused sand boils and ground fissures around the North End Dam."

"1951 January 23 Near Calipatria, cracked Westside Main canal. Magnitude 5.6, intensity VII."

"1953 June 13 Brawley-Westmorland area. Landslides at Tamarack Road and the New River. Windows broken and plaster cracked. First event and aftershock of 5.5, intensity VII."

"1954 November 12 A 6.3 event in Baja was strongly felt in the Imperial Valley."

"1955 December 16 Brawley area, magnitude 5.4, intensity VII."

"1957 April 25 South end of Salton Sea slight damage in El Centro, Brawley and Westmorland, magnitude 5.2, intensity VII."

"1958 November 30 Main shock of a series caused minor damage at Calexico and Seeley. Magnitude 5.8, intensity VII."

"1963 June 11 A 5.8 event in Baja was felt widely in Imperial Valley."

"1965 June 15 A 4.5 main event in a series. Slight damage to buildings, broken windows, and "residents alarmed" in Brawley and Westmorland."

The history of seismic events is also a history of improvements in recording earthquakes and in understanding of seismic phenomena. Two events at this time are notable more for what they revealed about earthquakes than for damage that occurred.

"1966 March 4 Imperial. Magnitude 3.6. This quake caused virtually no damage, but did cause surface rupture and horizontal displacement. It is the smallest known earthquake to do so. (Some authorities question these effects.)"

"1968 April 9 south of Ocotillo Wells. The main shock of a series was felt over a large area of California, Arizona, and Nevada. Minor ground cracking and displacement occurred on the Coyote Creek Fault, and Highway 78 was cracked and adjacent to Ocotillo Wells. Ground cracking, minor building damage, and power disruption occurred in some areas of Imperial Valley. A 200-foot long, 2 inch wide crack occurred in a road 6 miles west of Imperial. Minor damage was also sustained at Calexico, El Centro, Los Angeles, San Diego, and Yuma Arizona. Magnitude 6.5. Intensity VII. Later an aftershock of magnitude 5.2 was widely felt. The significant feature of this earthquake was the triggering of minor ground ruptures on neighboring Superstition Hills Fault, Imperial Fault, and the Banning Mission Creek portion of the San Andreas Fault. A 4.7

aftershock at Calexico knocked down plaster. A 4.4 event, listed as an aftershock, occurred at Salton City on May 22."

"1969 May 19 A 4.5 quake near Borrego Springs was felt in San Diego, Riverside and Imperial Counties. There was no damage."

"1971 September 30 Superstition Hills area, magnitude 5.1. No known effects."

"1975 January 23-25 Eight events from 4.0 to 4.8 in the Brawley area. The smallest, on January 23 was assigned the highest intensity VII, but there was no significant damage recorded."

"1975 June 20 Two events at Mexicali of 4.1 and 4.2."

"1976 November 4 Eight events from 4.0 to 4.9 in the Calipatria area with no recorded significant effect."

"1977 October 20 to November 14 Eight events from 4.0 to 4.3 southeast of El Centro, but with no recorded damage or effects."

Seismic activity from 1940 to 1979 was characterized by "earthquake swarms" with little or no damage. These were in addition to and sometimes associated with the individual events and series of events listed above. They occurred in 1950, 1955, 1966, 1973, 1975 and 1976. For example, eighty-two separate tremors were reported felt in Brawley between December 16 and 20, 1955. The 1975 Brawley swarm was studied in detail by C.E. Johnson and revealed complex interaction between the Brawley and Imperial Faults. These "swarms" were composed of dozens - sometimes hundreds - of events in the range of 2.0 to 4.0.

Seismic monitoring arrays installed by Chevron and Union Geothermal Companies, to assist in their exploration of the geothermal reservoirs and to determine what effects their operations might cause, have semitivities of 1.0 Richter magnitude. They frequently reveal hundreds of events daily. There is no easy way to tell if these "swarms" and "microseismicity" (events less than 2.0 Richter magnitude) are normal to the Valley and not recorded in earlier years, or are a change in the normal pattern.

"1979 October 15, The earthquake occurred at 4:16 p.m. (PDT). The epicenter was on the Imperial Fault approximately 12 miles south of the Mexican border and 12 miles east of Mexicali. It was widely felt throughout Southern California, and was assigned a magnitude of 6.6 ML (Richter). Two aftershocks of 5.0 or greater occurred by 9:00 p.m."

Approximately 100 persons were reported injured; two were hospitalized. The six story County Services Building, the

largest building ever built in Imperial County, suffered the most notable damage resulting in its subsequent demolition and total loss. It was occupied by 400 persons at the time of the quake. None were seriously injured. Commercial damage was widespread, particularly in the older sections of Imperial, Calexico, Brawley, El Centro, and Mexicali. Sixty percent of the commercial buildings in Imperial were subsequently condemned. Windows and bottle goods were the major loss. One hundred and three mobile home units in El Centro were knocked from their piers, Throughout the quake area (in Imperial County) two homes were destroyed and 1,565 damaged. Broken windows, cracked plaster, and collapsed brick chimneys were typical.

One 30,000 gallon gasoline tank (among 18 at the Southern Pacific Tank Farm at Aten and Clark Roads) were ruptured and began leaking 100 gallons per minute. It was controlled by the next morning. All roads within one mile were closed and ten families in the area were evacuated.

There were 15 ruptures of water mains in El Centro and a temporary loss of ninety percent of the fire fighting capability. The Southern Pacific Railroad tracks were offset nine inches where they cross the Imperial Fault. Traffic was halted for 30 hours. Interstate 8, Routes 98 and 80 were damaged where they crossed the fault. The New River Bridge west of Brawley suffered serious damage by an aftershock about midnight. The west end of Runway 26 at the Naval Air Facility settled. The runway was closed 62 days for repairs. Sewage treatment plants in El Centro, Brawley, and Imperial were seriously disrupted. Clarifiers at all three were knocked out, pumps at Imperial were misaligned and subsequently burned out, and miscellaneous other damage occurred. All exceeded their holding capacity and dumped raw sewage into the drainage system. Normal service was not restored for from 2 to 6 months. Estimates of sewer main ruptures have never been summarized.

The All American Canal suffered major slumping to its embankments on both sides for an eight mile stretch in the vicinity of the Imperial Fault. There were extensive slope failures in many of the other canals. The IID immediately reduced flow to about fifteen percent and later shut the entire irrigation system down for several days for inspection and repairs. (Although media accounts, and the "staff report" state this, the system never was completely "shut down".) There was extensive drainage tile damage in fields crossed by the fault.

Electrical power was out in parts of the Valley for 3 to 4 hours. Several key emergency generators failed to function - one for the County fire station and control tower at the Imperial Airport and another at a local hospital. All hospitals remained otherwise functional with only minor

damage. Students were not in class at the time of the quake. Schools remained closed the following day to assess damage. It was all non-structural - estimated at $345,000, "County-wide". Telephone and telegraph facilities were undamaged, but became inoperative due to overload of attempted calls for up to 18 hours in certain areas. This seriously interfered with emergency analysis and response. Local radio and television (including designated Emergency Broadcast Station) were off the air for about an hour. Total loss was estimated at $30,000,000.

"1981 April 27, Westmorland. Magnitude 5.6 Intensity VII. There was more damage to Westmorland than resulted from the October 1979 quake. Several commercial buildings and 16 homes were substantially damaged. The water tower, and the water and sewage treatment plants received $500,000 damage. A quarter mile of the concrete lined Vail Canal was broken up. An eight inch crack opened in Lack Road. There were no injuries, nor significant damage reported elsewhere in the valley."

The swarm of thirty quakes (seven between 3.0 and 4.1) occurred over a 12 hour period three days before the main quake. More than three dozen quakes (over 3.0) occurred in the 24 hours afterwards.

This quake apparently ruptured underground gasoline storage tanks, which was revealed months later with fumes and seepage into surface waters.

"1985 May 8, An earthquake measuring 5.2 on the Richter Scale, rocked a large uninhabited area of the Mexican desert 65 miles southwest of Calexico, but there were no reports of damage or injuries, authorities said."

The quake was followed by a series of aftershocks, including one that registered 4.3 on the Richter Scale, according to a spokesman for the California Institute of Technology at Pasadena.

"1986 July 8, A quake struck 12 miles northwest of Palm Springs measuring 5.9 on the Richter Scale of ground motion. It did an estimated $5.75 million damage and injured 40 people. Numerous aftershocks, some measuring as high as 4.0 on the Richter scale, have jostled the area since then."

"1986 July 13, A 5.3 earthquake epicentered 28 miles southwest of Oceanside in the Pacific Ocean. The quake was felt as far away as Yuma, AZ, 160 miles east of San Diego, but caused no reported damage or injuries in Imperial Valley."

"1987 February 6, A strong earthquake shattered windows and disrupted power in Mexicali and briefly interrupted phone service in the Imperial Valley but there were no reported

injuries, authorities said." The trembler registered 5.6 on the Richter Scale and was centered 19 miles southeast of Mexicali according to a spokesman of Caltech in Pasadena.

The quake was felt as far east as Yuma, about 60 miles from the epicenter and as far west as San Diego.

"1987 November 23-24, Two strong earthquakes, which registered 6.0 and 6.3 on the Richter Scale, caused widespread damage, but few injuries were reported. The Calexico area was apparently the hardest hit by the trembler, which was centered near Westmorland."

Two bridges, on Forrester Road over the New River and on Worthington Road over the New River were damaged according to the County Public Works Department. The California Highway Patrol also reported that Keystone Road between Forrester and Highway 86 is closed because of bridge damage.

"1988 January 25, A large earthquake struck Baja California, Mexico, shaking some Californians awake but triggering no immediate damage reports either north or south of the border, officials said."

The quake registered 5.3 on the Richter Scale was centered in a sparsely populated area about 45 miles east of the resort city of Ensenada according to a spokesman of the California Institute of Technology in Pasadena. The U.S. Geological Survey in Golden, Colo., measured the quake at 5.0. There were no reports of damage in Imperial County.

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